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MORE ABOUT THE "CUTTY SARK."

CHIEF OFFICER'S STORY.

Few are now left who were associated with the *Cutty Sark* in her earliest days—her maiden voyage was made as long ago as 1870—but her first skipper, Captain Moodie, is still living, an old gentleman of ninety-five; and the chief officer of her second voyage out and home, Mr. William James Cook, who is young and active at eighty, lives in a charming old-world house at the top of the hill, almost within sight of the sea, at Kirby-le-Soken, in Essex.

Mr. Cook told me (writes a representative of the *Observer*) that he joined the *Cutty Sark* in November, 1870, as chief officer, and was with her for about fourteen months. Her passage from London to Shanghai in 98 days was the fastest of any of the China clippers that winter. "The log," he said, producing that well-preserved document, "shows that on November 10th we passed through the Downs at 3 a.m.; we were off Dungeness at 8 a.m.; Beachy Head at 9 a.m.; the Owers Lightship at noon, and the Start Light at 3 p.m. That was mighty quick sailing. On January 28th we fell in with two other famous clippers, the *Titanic* and the *Teaclipper*, in company. The *Titanic* had left London on October 27th, and the *Teaclipper* on October 17th. For three days, during which there were light airs, we kept in company with them, and on February 1st they went out of sight astern. On February 18th we picked up the pilot and anchored off Shanghai.

"After unloading in Shanghai we went to Bangkok for rice, which we took to Hongkong. From there we went to Foochow for poles, which we took back to Shanghai, and then got ready for bringing the tea home. In those days clippers were built to race against every other. The *Cutty Sark* was undoubtedly built to beat the *Thermopylae*; and she was the only vessel which could seriously dispute her contention that she was the fastest ship in the world. What she required was a good whole sail breeze. The Australian voyage suited her best, and for the very good reason that there, down in the 'Roaring Forties,' you get a gale of wind behind you. In the China seas you don't know what you are going to get."

"She was a beautiful ship in every way. Her figurehead was the white witch, with her long hair and 'cutty sark' flowing back. When we were in port we used to get a horse's tail and put in her hand to represent the old mare's tail, which, in Burn's story, she pulled out. At sea the arm was taken off to prevent it from being washed away. Her stern had the ship's name in gold, with 'Port of London' and the motto, 'Where there's a Willis away,' this being a punning allusion to the name of the first owner, Capt. Willis. There was little time for recreation or for thinking of anything but work. The strain, too, was pretty great, especially in foul weather, for if anything was carried away you had to know what to do in a moment. There was no sickness on board, and though the sailors were ill paid in those days they were well fed. Whether they ever had time to go ashore or not in the East, I hardly remember. I don't think I did. It was hard work all the time. At sea you were racing against everyone else, and in harbour you were either discharging or taking a cargo."

THE FASTEST SHIP.
Mr. J. L. Vivian Millett, 72, Mark-lane, E.C., states he served part of his apprenticeship in the *Cutty Sark*, but a correspondent is incorrect in claiming that the *Cutty Sark* and *Thermopylae* were the fastest ships ever launched.

The American-built *James Bain* and *Lightning*, owned by the famous Black Ball Line, trading to Australia, sailed 81 knots in an hour, and 20 knots in a day, respectively. The speed of a yacht is proved by sailing over a triangular course in order to test all points of her sailing powers, and the same principle is applied by taking a ship's complete passage instead of a day's run. In the China tea races a skilful man, who also took risks in sailing through the China Seas, would often gain hours, and in some cases days, over a speedier ship with a less daring captain, but on the Australian runs, where all ships kept much the same track, it was the speed of the ships that told, this depending entirely on a man's driving ability and nerve, and not on the risks of shaving off corners. No ships have ever equalled the records of the *Cutty Sark* and *Thermopylae* over a number of years of round Australian voyages. The *Cutty Sark* and *Thermopylae* have been beaten on occasions, owing to other ships having been more favoured in their winds on the track that they made, but taking their average records of voyages made year by year out to Australia and home, they must be accepted as being the two fastest ships ever built.

All honour is due to Captain Downman and his sea-loving wife in once more restoring the ship to the British flag, as even if she is not the only remaining example of a tea clipper, she is the oldest and certainly the most famous. How the old shellbacks would rejoice if only the Royal Yacht Squadron would co-operate with Capt. Downman in making her their flagship, rigging her in her old state, and maintaining her as a memento of the days when ships were ships and men were men!

THE METHOD OF THE CHINA CLIPPERS.
Sir Herbert Russell says: The last time I saw the *Cutty Sark* as a China clipper was in the late 'eighties. I was living at Deal at the time, and our next-door neighbour was Captain Willis, who had her built. We sat upon the verandah, overlooking the Downs, with telescopes upon our knees, for he knew that his ship had left the London docks two tides previously, and must soon come towing around the North Foreland. Whilst we waited he told me the story of how he

(Continued as foot of next column.)

IMPRISONMENT FOR A BRITISH PLANTER.

JUDGE'S SOOTHING COMMENTS ON APPEAL.

A Malacca planter, named R. McLean Roberts, who was a divisional manager on Devon Estates, was convicted in August and sentenced to four months' rigorous imprisonment for voluntarily causing grievous hurt to a Tamil coolie named Veerasamy. It was alleged by the prosecution that the accused had so severely assaulted the coolie, who was employed on his division, that it caused a fracture of the right forearm, a wound on the forehead and various bruises. The defendant denied the charge and stated that the complainant's injuries were not caused by beating. He only struck the coolie twice with his fists and then only in self-defence because the coolie had attacked him and bitten him on the breast and the shoulder. Defendant also denied hitting the coolie with a chankol and said that the wound on the coolie's head was caused by his falling on the upturned head of a chankol and his arm broken as a result of a fall during the struggle.

An appeal was lodged against the sentence and the appeal was heard last week before three Judges, who dismissed it and the accused was taken into custody to serve the sentence.

Mr. Justice Barrett-Lennard said: In my opinion this case, which has been established against the accused, illustrates a degree of cruelty and ferocity very seldom found among Englishmen of respectable origin. Certainly it is the first case of the type which has come under my notice during my limited period of residence in British Malaya. The appellant contends that the complainant attacked him first and that the wounds the latter received were due to an accident in the course of the defensive measures adopted by the appellant himself. I am of the opinion that a more impudent and foolish tissue of falsehoods has rarely come under my notice. The case against the appellant is established beyond the possibility of a doubt. I think that had the appellant escaped punishment the reputation of the judicial and executive authorities of Malaya would be besmirched, further cruel injustice would be done to the complainant, and the Government of those countries from which we draw our labour supplies would have very reasonable doubts as to the desirability of recruiting to a country where labour offences are passed over in silence. I think it would be open to criticism if the victim of the appellant's violence had been a horse or a dog. I agree that the appeal should be dismissed.

COAL IMPORTS INTO THE PHILIPPINES.

HIGHER TARIFF RECOMMENDED.

The *Manila Times* says:—Recommendation that a tariff be placed somewhat higher than the present one, on imported coals and use the revenues thus derived in paying a subsidy to companies producing Philippine coal, and that additional funds be provided for the further development of the coal fields in Mindanno, the Board of Directors of National Coal Company submitted its annual report for the first year 1921-1922 to the Government and other stockholders of the company.

If conditions are such that these recommendations can not be accomplished, the Board says it is high time for the company to cease operations and start liquidation proceedings as soon as possible. Of the P.5,000,000 invested in the company since it first started work in 1917, only P.426,000 has been spent in actual mine developments, according to C. Russell, general manager of the company. Mr. Russell stated that the greater portion of the amount has been spent in the building of railroads and other transportation systems in the mining localities.

came to have her built "to beat all fiercest" Scott and Linton, of Dumbarton, launched her in 1909. Shipbuilding was cheap in those days. Their estimate was for £22,000. "I offered them £500 extra if they would throw in teak decks, for which I have a weakness," said Capt. Willis, "and they did so."

When at last the wonderful little ship hove in sight, coming through the Gulls' astern of one of Watkins' paddle tugs, she was only beginning to make sail. By the time she was abreast of the South Sand Head Lightship she was a smother of white wings, and as she passed from view beyond the towering spur of the South Foreland, Captain Willis closed his telescope with a click.

Curiously enough, it was in this same track of waters that I boarded the *Thermopylae*, in 1889, on her last voyage in the full kilter—but not in the rôle of a China tea clipper. She had anchored in the Downs, and I went off to her in one of the Deal galley punts. I still recollect the pride with which her second mate told me that the main truck was 212 feet from the water-line. The main truck of a four-masted ship of from three to four times the burden of the *Thermopylae* would not soar to within 20 feet of this height.

In their greatest ocean race the *Cutty Sark* and *Thermopylae* left Shanghai within an hour or so of one another, loaded with tea for London. The log records show that the *Cutty Sark* maintained the lead for a long while. Then she had rider trouble, which rendered her unmanageable, and necessitated heaving-to for six days, whilst the damage was made good. The *Thermopylae* arrived in the Downs six days before her rival, so that but for the mishap to the *Cutty Sark* it would have been a neck-to-neck race.

SAIGON FREIGHT MARKET.

THE SOCIETE DES AFFRETEURS

no Saigon, in their freight report for the fortnight ending November 11th, state:—

Our last circular was dated October 28th, 1922. Continued stagnation prevailed in our freight market during the period under review and we have no special fixtures to report. The Saigon-Hongkong business remains dull; a couple of steamers (viz. s.s. *Nairung* and the s.s. *Scistan*) both operated by Chinese firms, have booked cargo at 20 cents per picul to Hongkong and an Admiral Line vessel of some 3,000 tons capacity is actually on the berth at 15 cents per picul to Hongkong.

There is great activity, however, in the direction of Java, and tonnage is badly wanted both for early and late loading, but the rule of freight offered, viz.: Guilders, 0.40 per picul is not attractive enough for outsiders to come. It is more than likely the Java-Japan Line will move the bulk of all this cargo as they can put on the berth some very large carriers if necessary. The Admiral Line have no more space to offer as they are completely booked right up till December loading.

As stated in our last issue, there have been more enquiries for rice to Cuba, but C.I.F. business, especially for small parcels, was very difficult indeed, owing to the advanced rate of freight now in force. Cuban buyers, not quite agreeing with the new rates, have all instructed sellers to try and fix their own tonnage at lower limits if possible. We hear that the only vessel belonging to the only regular company trading between the Orient and Cuba is practically full nevertheless. A couple of large carriers have been chartered to load here for five ports in Cuba at rates between 35s. and 37s. 6d. per ton, (in London).

Philippines buyers have also been active and a couple of cargoes of some 2,000/2,500 tons each, have been sold and shipped during the period of this report. Some enquiries from Shanghai have reached our merchants, but we have heard of no actual business being done due perhaps to our rice market being strong in the meantime.

There are no indications of rice sales possible in any other direction and no enquiries for tonnage on record.

FRENCH GIRLS ATTEMPTED SUICIDE AT SHANGHAI.

A LOVE DISAPPOINTMENT.

Miss Renne Reno, a youthful and attractive French girl artist, is at St. Mary's hospital in the French Concession, Shanghai, suffering from a bullet wound that she inflicted upon herself at No. 92, Rue Pere Robert, where she had been residing for several months.

According to Mrs. E. Poggial, at whose house the shooting occurred, the young woman's action is to be attributed to despondency over a love affair. Concerning the shooting Mrs. Poggial said it had been necessary lately for her to ask the young woman to find other quarters. Following a quarrel with a young man who has been paying attention to Miss Reno, the young woman entered Mrs. Poggial's apartment in a highly hysterical state of mind.

Mrs. Poggial said she made several incoherent remarks to the effect that she had been deserted and then suddenly whipped a revolver out of a hand bag and pressing the muzzle against the upper part of her body, fired.

Mrs. Poggial immediately summoned medical assistance and it was found that the girl had inflicted a painful but not necessarily dangerous wound near the shoulder. The girl then was taken to the hospital.

The French authorities have taken possession of Miss Reno's effects while she is recovering.

SIR ALMERIO FITZROY.

The appeal of Sir Almerio Fitzroy has been allowed and the recent conviction against him is quashed. The justices stopped the case before the police evidence was completed. The Chairman said that such a charge ought to be impossible unless someone had complained on annoyances could be proved. In the Chairman's opinion, some day it would be necessary to close Hyde Park at night. The only person alleged to have been annoyed was a person whom the Police Magistrate said he could not believe. The appellant was allowed costs against the police. Sir Almerio Fitzroy afterwards stated that he could immediately resume his duties in connection with the Privy Council.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. C. Hartbridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 63, Queen's Road Central, have the equipment and instruments to adjust your spectacle to a nicety.—ADVT. [161]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

SAILED 26th SEPTEMBER, 1922.

THE Steamship

"WOODFIELD"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, all Goods remaining undelivered after 6th December, 1922, will be subject to rent.

All Claims against the steamer must be presented to the Underwriter on or before 15th December, 1922, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th December, 1922, at 9.30 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 29th November, 1922. [1852]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"NELUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th November.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 5th Dec. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Dec., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th November, 1922. [1850]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA.

PORT SAID & STRAITS.

THE S.S. "GLENIFFER"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st Dec, 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 2nd Dec, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 27th November, 1922. [1839]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID & STRAITS.

THE Steamship

"CARNABYONSHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th December, 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 6th December, 1922, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 30th November, 1922. [1855]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for

Boxes QV, BF, BU, BW, TH, TU, VC.

CANTONESE successfully taught to

Europeans by an experienced Chinese

teacher. Terms moderate. Apply Mr. CHAN

IXCH TUE, 205, Queen's Road East, 2nd floor.

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LOST.—One Yellow Hired CHOW DOG,

full grown, answer to name of "BOASTOR,"

last seen on Sunday, Nov. 26th, 1922, at

May Road, near colls. Finder will be

rewarded. Return to "E. C. BLACK," of

Britfield & Swire.

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TO BE LET.—GODOWN—Spacious Two-

storied Godown, situated on the Praya

near Bowring Canal, and containing approx-

imately 1,000 square feet of each floor. To be

let to the end of the year. Apply to office of

this paper.

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BOXING TOURNAMENT.

THE WELTERWEIGHT CHAMPIONSHIP.

S. F. D. MORGAN WINS THE BELT.

The thirteenth Boxing Tournament of the Hongkong Boxing Association was held at the Theatre Royal, last night. H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.), who is President of the Association, occupied a central seat at the back of the stage and seated next to him was the Commander-in-Chief of the China Station (Admiral Sir Arthur Leveson, K.C.B.). There were also present many well known residents and a bumper house was recorded.

Mr. A. Murdoch, Mr. W. Logan, and Mr. W. S. Bailey were the referees. Mr. J. S. McCann, Lieut. J. G. Jones, King's Regiment, Mr. H. W. Rodger and Capt. Cross, King's Regiment, shared the duties of judges and Lieut. Bell, R.N., was in charge of the scales. Dr. Montague Harston, M.D., Dr. C. Forsyth, M.D., and Surgeon Lieutenant-Commander MacEwan acted as medical officers. Mr. A. B. Allan and Mr. C. Bond were time-keepers and Mr. J. Brook, as usual, carried out the duties of manager. Mr. G. G. N. Tinson, as Hon. Secretary, did much of the preliminary work.

SIX-ROUND LIGHTWEIGHT CONTEST.

A. B. Butler (H.M.S. *Ambrase*), 131 lbs., v. A. B. Eardley (Submarine), 131 lbs. The fight opened with Eardley as the aggressor. The footwork was poor, and the defence weak. Eardley was light with his straight left. In the third round Butler attacked and used his left to great advantage, getting in three almost in succession to the jaw. There was much clinching. Both fighters seemed half-hearted about the business and in the fifth round Butler retired, Eardley being declared the winner.

SIX-ROUND HEAVYWEIGHT CONTEST.

A. B. Bowdidge (H.M.S. *Carlisle*), 185 lbs., v. A. B. Grace (H.M.S. *Hawkins*), 188 lbs., winner of the novices' heavy weight competition, 1922. Grace was the taller of the two with the advantage of a much longer reach. Both men opened well and the end of the first round saw honours even. Bowdidge did most of the attacking and his footwork was very neat. Grace, on the other hand, used his left well and scored a number of points. The second and third rounds went in favour of Bowdidge who punished his opponent severely with his left. Grace's blows were badly directed, rarely reaching the mark. In the fourth round Grace retired with a sprained thumb, the fight going to Bowdidge.

SIX-ROUND LIGHTWEIGHT CONTEST.

A. B. Todd (H.M.S. *Carlisle*), 133 lbs., v. Stoker Dick (H.M.S. *Hawkins*), 130 lbs. This contest opened briskly, with a hurricane of blows. Dick was the more aggressive, following up well. In the first round he was warned for hitting with his head. In the third round, Todd, who had been taking a lot of punishment gamely, got in some smart blows to the jaw with his right. In the fourth round, as far as could be seen, Todd received an accidental blow below the belt and Dick very sportingly retired, leaving Todd the winner.

TEN-ROUND WELTERWEIGHT CONTEST.

Leading Stoker Hector (H.M.S. *Durban*) 145 lbs., Welterweight champion of the West Indies v. Sergt. Tribe (R.C.A.), 146 lbs. Tribe, in the first round, could not get a look-in. He was on the defensive and Hector took matters very easy and appeared full of confidence. In the second round Tribe took the count of three. Hector was looking for a knock-out blow and in the following round jarred his opponent with two straight rights to the jaw. Tribe occasionally got in a body punch but would not attack. Blood flowed in the fifth round, Hector receiving a blow on the left eye which raised the skin. Both men fought well in the next round, but towards the end Tribe caught his man off his balance and with a left swing sent him to the boards. Hector was on his feet in a second. Both were sparring for a knock-out. The eighth round was a surprise. Tribe got through his opponent's guard and landed a clean left which he followed up with his right. Hector went to the boards and took the full count. This was the first knock-out blow of the evening. Hector's was the more scientific display and he probably would have won on points.

TEN-ROUND LIGHTWEIGHT CONTEST.

Pte. Flinn (King's Regiment), 129 lbs., winner of the novices' light weight championship, Hongkong, 1922, v. A. B. Sherman (H.M.S. *Despatch*), 135 lbs. Flinn was much the smaller man, but opened in a manner in keeping with his reputation, keeping his opponent on the move. He scored points with his left early on, and had the advantage to begin with. Sherman showed up better in the second round, his longer reach and his more scientific boxing helping him considerably. Flinn was slow and had to take a lot of punishment. At the end of the third round Sherman, who was becoming decidedly superior, got in a left followed by a right and sent his man down just as the bell went. In the fifth round Sherman scored with his left and right. Flinn attacked in the sixth and Sherman appeared content to keep his man off. At the end of the round Flinn went down to a left and a right, and took the count of four, the bell again saved him. The next round was the last. Flinn was frequently against the ropes and on his knees. On a couple of occasions he took the count of two, and Sherman continued to mete out punishment. Flinn, after going down for another two, retired from the fight.

THE WELTERWEIGHT CHAMPIONSHIP.

The Fifteen-round contest for the welterweight championship of the Colony and the Police Reserve and Mounted Patrol Belts, Stoker Petty Officer Morgan (H.M.S. *Hawkins*) 137 lbs., welterweight champion of the China Squadron, 1921, v. A. B. Dixon (H.M.S. *Carlisle*) 143 lbs., lightweight champion of the China Squadron, 1922.

Both men looked fit, about the same height and the same reach. They were greeted with applause on entering the ring. The bout opened with some quiet sparring and Dixon then led with his left. Morgan's feints were clever and he scored a number of points with his left. Dixon in the second round got in a number of blows to the face.

His left was deadly, and throughout this round and the next he was the aggressor and appeared to have the advantage. It was the same in the fourth, Dixon having his man well in hand. He did most of the leading. Both men stood up to each other well in the fifth round, Morgan appearing to have recovered from his punishment. Both men were very quick and their feints and side stepping were very smart. Morgan rather spoiled himself, at times, with fierce rushes, driving his man against the ropes. Dixon's tactics were quieter. There was a lot of sparring in the seventh and eighth rounds. Towards the end of the eighth, Morgan got in a swing with his right to the jaw and just before the bell went got in his left. There was much excitement in the ninth round when Dixon got in a very fine right to the jaw which stunned his opponent. Morgan made a wonderful recovery, smothering well and warding off a number of attacks. The tenth and eleventh rounds were without incident, both men fighting strongly. In the twelfth round Morgan had the advantage and rattled his man with repeated blows with his left.

The thirteenth opened with Morgan attacking. Dixon appeared to be tiring, but was good enough to get in a very strong left to Morgan's face. Morgan was not disturbed. Morgan continued to be aggressive in the fourteenth, and piled up points. Dixon was looking for a knockout blow, and did not concern himself with leading. The last round opened with Dixon doing the leading. He got in a very fine left and right followed by a jab with the right to the jaw. The contest ended with Morgan attacking.

As was generally expected Morgan was awarded the fight on points. He had a distinct advantage in the opening and closing rounds.

At the conclusion of the contest, His Excellency the Governor fastened the belt on the winner amid great cheering.

ARMED ROBBERY AT MONGKOK.

INMATES OF A GROCERY SHOP BOUND AND GAGGED.

An armed robbery took place at the Mong Kok end of Reclamation Street at about nine o'clock on Thursday night when the inmates of a grocery shop, at No. 438, were held up by armed men and robbed.

It appears that the proprietors of the shop, was sitting behind the counter when two men entered. One of the two asked for one cent's worth of flour, and whilst this was served the other man drew a revolver and pointed it at the shopkeeper. Immediately afterwards a second man entered the shop, each being armed with a revolver. The master and four of his folk were driven to the point of the revolvers into the back of the shop. There they were bound and gagged, their hands and feet were tied and small wine cups were placed in a corner and covered with gunny bags. The robbers then searched the shop at leisure. They were, however, disappointed in their find, for though they made off with jewellery and money to the value of \$182.50 it is thought that they expected to make a much larger haul. When the victims managed to release themselves the robbers had disappeared.

"A SLAVE OF VANITY." AT THE CORONET.

By her work in "A Slave of Vanity," the Robertson-Cole "super-special" production which the Coronet management are showing to-day, Pauline Frederick has established a clear right to be regarded as one of the finest emotional actresses of the screen. The film has been adapted from "Iris," the famous drama by Sir A. W. Pinero, and Miss Frederick figures in it as the pretty though pampered widow whose husband leaves her his entire fortune on condition that she remain single for the rest of her life.

All goes well, in the story, until she meets an Adonis with more brains than money who wants to marry her. She is deeply attracted but hesitates about giving up luxury for love in a cottage and it is agreed that they shall wait until he has made his pile with the ranch presented him by his considerate uncle. While he is away getting the dollars together her fortune is suddenly swept away and she gets into the toils of Frederick Maldonado, a wealthy London banker. When she is penniless the latter puts a cheque book at her disposal and an entanglement follows. The young man returns and when he finds Maldonado in her apartment there comes the astounding climax which makes the picture one to be remembered when others are forgotten.

SPORT.

FOOTBALL.

TO-DAY'S MATCHES.

HONGKONG LEAGUE—DIVISION I.

King's v. *Durban*, Sookunpoo ground. Referee, Mr. Holland, kick-off at 3 p.m.
Hongkong Club v. R.G.A. Club ground, Referee, Mr. Smith, 4 p.m.
Titania v. South China, Navy "B" ground. Referee, Mr. Newton, 4 p.m.
Hongkong Police v. *Carlisle*, South China ground. Referee, Mr. Collins, 4 p.m.
Ambrase v. *Tamar*, Navy "A" ground. Referee, Mr. Tyldesley, 4 p.m.
Kowloon v. *Hawkins*, Railway ground, Kowloon. Referee, Mr. Perryman, 4 p.m.

DIVISION II.

Hawkins v. Police, Club ground. Referee, Mr. Cook, kick-off at 2.30 p.m.
South China "A" v. *Marazion*, Sookunpoo "B" ground. Referee, Mr. Fairburn, 2.30 p.m.
Ambrase v. *Titania*, Navy "B" ground. Referee, Mr. Burton, 2.30 p.m.
United A.C. v. King's, United A.C. ground. Referee, Mr. White, 2.30 p.m.
Carlisle v. Kowloon, Railway ground, Kowloon. Referee, Mr. Perryman, 2.30 p.m.
Durban v. R.G.A., St. Joseph's ground. Referee, Mr. Barton, kick-off at 4 p.m.

RESULTS OF MID-WEEK MATCHES.

HONGKONG LEAGUE—DIVISION II.

Hawkins 5 *Despatch* 2
Marazion 4 *Auroras* 0
UNITED SAVILE LEAGUE
Carlisle 3 *Titania* 2
King's 2 *Durban* 1
King's Res. 2 *Fogdore* 0
Hawkins Res. 5 *Magnolia* 0
R.G.A. Res. 4 *Durban* Res. 1

The Club will be at home to-day to the R.G.A. and a well-contested game should end in a win for the home team. Rodger was out last week in goal for the Club against the *Carlisle*, but he is absent from the Colony to-day, and as J. Rodger was injured last week it will be hard luck for the home team to play without a first-class goalkeeper. Gorrard will be included in the team, and McChubb, who played a fine game last week, is expected out again to-day. The R.G.A. will be out to reverse their defeat by the Club at Sookunpoo earlier in the season, and followers of the game should see a good exhibition on the Club ground.

The league leaders will be at Sookunpoo against the *Durban* and as this match is due to start at 3 p.m., owing to the Rugby Challenge cup match, those interested in the soccer game will be able, should they so wish, to see two senior matches to-day. The military team is expected to win.

Kowloon are at home on the railway ground to the *Hawkins* and a well-contested game should end in a win for the sailors. Both teams are doing well in the league this season and this match will be a tense between the sailors attack and the home team defence.

South China are due on the Navy "B" ground where they are to meet the *Titania*. The sailors are not playing up to their reputation and yet have to register their first win. South China should take the points to-day.

The Police are expected to have their first win in the league this season against the *Carlisle* on the South China ground but they will find the sailors a tough handful and a distribution of the points would not come as a surprise.

The *Ambrase* and *Tamar* are due on the Navy "A" ground and a fast game is expected to end in a win for the *Tamar*.

In the Junior games, Kowloon receive the *Carlisle* and a fast game should end in a win for the sailors. The King's meet the United at Happy Valley and it is expected that the military team will take the points after a well-contested game.

The *Hawkins* should defeat the Police on the Club ground while the *Ambrase* and *Titania* should draw on Navy "B" ground.

The match at Sookunpoo between South China "A" and *Marazion* should see the "A" team take their first match in the league this season.

The R.G.A. and *Durban* match takes place on the St. Joseph's ground at 4 p.m. and should end in a win for the former.

HONGKONG F.C. v. R.G.A.

The following team will represent the Club in their League game with the R.G.A. to-day, at 4.15 p.m. on the Club ground: Rodger; Gorrard and Bishop; McPhail (capt.); Stewart and Donovan; McTavish, Forsyth, Begg, Valentine and England.

BILLIARDS.

Mr. J. H. Oxberry, proprietor of the Palace Hotel, Kowloon, writes saying that he has noticed with pleasure that Mr. A. J. Osmund has made a record break at Billiards for the Colony. Mr. Oxberry says he is not surprised as he considers him the finest player we have had in the Colony for many years. But with reference to the statement that the previous highest break was 90, made by Gunner Lord, he wishes to state that this is incorrect. Lieut. Golding compiled a break of 108 at the Palace Hotel playing in the final of a handicap three years ago when he won a cup valued at \$100.
(Continued at foot of next column.)

SEQUEL TO THE "BREEZE" AT THE MAGISTRACY.

THE DEFENDANT DISCHARGED.

The defendant, Wan Ke, over which there was a slight "breeze" at the Magistrate's, on the previous afternoon, between the Magistrate (Mr. J. E. Wood) and the defendant's solicitor (Mr. H. L. Denny) was discharged yesterday morning.

On the previous day, Mr. Denny strongly objected against the Court's action in not discharging the defendant after the Captain Superintendent of Police and Mr. A. E. Hall (solicitor for the complainant) had announced their intention (out of Court) of not proceeding further with the case. The Magistrate, despite Mr. Denny's strong protests, ordered the defendant to be remanded until the following morning pending a statement being taken from the complainant, who is still in hospital, as the result of a bullet wound inflicted by the defendant. The police and the complainant's solicitor were apparently satisfied that the defendant shot the man in self-defence.

When the case was called yesterday morning, the Captain Superintendent of Police (Mr. E. D. C. Wolfe), complainant's solicitor (Mr. A. E. Hall) and the defendant's solicitor (Mr. Denny) appeared in Court, and within two minutes from the time the case was called the defendant had secured his discharge.

The Magistrate: Mr. Hall, have you any evidence to offer against the defendant?

Mr. Hall: Your Worship, I have no further instructions to proceed against the defendant.

The Magistrate: You are withdrawing from the case?

Mr. Hall: Yes, your Worship.

The Magistrate (to the Captain Superintendent of Police): Mr. Wolfe, have you seen the statement made by complainant?

Mr. Wolfe: Yes.

The Magistrate: You have; then what do you propose to do?—I don't propose to offer any evidence.

The Magistrate (to defendant): Then you are discharged.

"THE TEMPEST"

There will be upwards of 50 participants in the presentation of "The Tempest" by the A.D.C. over the Christmas and New Year days. This number includes about 16 speaking parts and a specially selected ballet, chorus and orchestra.

The stage will be found to differ almost entirely from what one has been accustomed to see. A huge dome envelops the entire stage to its full height and this is illuminated by powerful projectors thus creating an extraordinary atmospheric effect. Inset in this there is the actual setting, which, we are informed, is of "massive proportions and quite unrealistic," as is everything about the play and this particular production.

The settings are in neutral tones, thus forming striking backgrounds for the vivid colour scheme of the many beautiful costumes.

A new curtain has been designed depicting a great wave, which is intended to strike the key-note of the production the moment one enters the Theatre.

RUGBY FOOTBALL.

HONGKONG F.C. v. THE ARMY.

The Hongkong Football Club will meet The Army, at Sookunpoo, to-day in the first Cup Tie of the season (kick-off, 4.30 p.m.). The teams will be as follows:—

Hongkong F.C.—E. G. Mooram, S. T. Butlin, S. J. Jordan (capt.), D. Logan and N. J. Smythe; W. J. Clark and A. I. Gace; H. A. Mabey, H. H. Day, A. G. Lamping, H. S. Prowse, J. Wittich, V. B. Jones, W. R. Andrews and A. N. Other.

The Army.—Pte. Pys (King's Regt.); Capt. Tomory (R.A.M.C.), Lt. Hogban (H.K.S. R.G.A.), Lt. Leader (King's Regt.) and Capt. Hayes-Newington (102nd Grenadier); Lt. Davis (H.K.S. R.G.A.) and Capt. Cross (King's Regt.); Capt. Dods (102nd Grenadier), Lt. Bacon (102nd Grenadier), Lt. Moliman (H.K.S. R.G.A.), Lt. Boyes (H.K.S. R.G.A.), Lt. Bingham (H.K.S. R.G.A.), Capt. Hewitt (H.K.S. R.G.A.), Lt. Thompson (King's Regt.) and Lt. White (King's Regt.). Reserve: Lt. Opl. Beddard (King's Regt.).

CRICKET.

K.C.C. 1st XI. v. CHAIKINGOWER.

At Kowloon, at 2.15 p.m., the following have been selected to represent the K.C.C.:—B. D. Evans, C. I. Stapleton, R. Pestonji, C. O. Dance, G. A. V. Hall, R. E. Landsell, S. Jex, S. E. Green, H. B. Benson, L. A. R. Duncan and Dr. J. T. Smalley.

K.C.C. 2nd XI. v. POLICE.

This match will be played at Happy Valley to-day starting at 2.15 p.m. The K.C.C. team will be:—A. O. Brown, E. J. Edwards, B. Petheram, W. Hyde, J. C. Fletcher, F. G. Herridge, C. W. Jeffries, A. Leach, W. J. Shanton, H. Overy and N. L. Bailton.

The COLD SNAP makes

AN

EIDER DOWN QUILT

A practical necessity.

We have an excellent selection at Competitive prices, but as our Stock is rather Limited, we advise an early inspection to avoid disappointment.



Dainty Artistic Cot Quilts.

PRICES from \$15.00 to \$100.00.

LANE, CRAWFORD, LTD.,

LANE, CRAWFORD, LIMITED.

ESTD. 1850.

SHIPHANDLES DEPT.

COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE MCINNES' NAUTICAL SPECIALITIES.

NEW COLUMBIA DANCE RECORDS FOR DECEMBER

AT

ANDERSON'S

Wm. Powell

TELEPHONE C. 3146.

7 and 9, PEDDER STREET

(under the Hongkong Hotel).

TAILORS AND OUTFITTERS

HAVE A LARGE ASSORTMENT OF

SWEATERS, SCARVES AND GLOVES

FOR ALL OCCASIONS.

OVERCOATS

CAMELHAIR FLEECE AND SCOTCH HOMESPUN.

JAEGER

DRESSING GOWNS, TRAVELLING RUGS, WAISTCOATS, Etc.

UNDERWEAR

PURE WOOL IN "THETA," "VIVELLA" AND SCOTCH MAKES.

NEW ADVERTISEMENTS

NOTICE

IT IS HEREBY NOTIFIED that the "SUI AN" PIRACY COMMISSION will hold a Public Examination of Witnesses in the Council Chamber on MONDAY, 4th DECEMBER, 1922, at 2.30 P.M.

W. J. CARRIE, Secretary.

1st December, 1922. [1892]

VICTORIA RECREATION CLUB

A DANCE for Members and their Friends will be held on SATURDAY, 9th December, commencing at 9 P.M.

Members desirous of attending will please apply to the Hon. Secretary for invitations. Applications (together with names of guests, and accompanied by subscriptions) to be sent in not later than Wednesday, 6th December. Subscriptions \$5 per couple. (Drinks). Refreshments will be provided.

A. MCKIRDY, Secretary.

1925]

FOR SALE

AT

REFULSE BAY.

LOT R/B 158 (31,200 sq. ft.). A well situated newly built Fully Furnished Modern Two-story House. Dining Room, Drawing Room, 3 Bath, 3 Bath Closets, Drying Room, Garage, Tennis Court, Servants' Quarters on Modern Plan. House has big open Verandahs and good surrounding grounds. Electric Light throughout. Hot Water Service and Telephone. Private Path to Beach.

Offers to purchase to be sent to Messrs. BARNES, MOORE & CO. (CHINA), LIMITED, 7, Queen's Road Central on or before the 15th of December, 1922.

Applications to view may be had at the offices of Messrs. BARNES, MOORE & CO. (CHINA), LTD., 7, Queen's Road Central. [1861]

ACKNOWLEDGMENT

THE SOCIETY OF ST. VINCENT DE PAUL acknowledges with grateful thanks the following donations to the forthcoming Fete in aid of Hongkong's Poor:

Sir Paul Chater	...	\$1,600
Mr. H. M. H. Nemesse	...	200
" A. M. L. Soares	...	200
" J. M. Alves	...	200
" A. A. Alves	...	100
" R. B. de Castro Basto	...	100
" P. V. Botelho	...	100
" Choe Po Sien	...	100
" J. M. de Rocha	...	100
" C. A. da Rosa	...	100
" P. M. N. da Silva	...	100
Hon. Mr. A. G. Stephen	...	100
Messrs. Basto & Co.	...	100
" Maxim & Co.	...	100
" De Sousa & Co., Ltd.	...	50
Sir Robert Ho Tung	...	50
Mr. Tobias	...	20
W. J. Hawker	...	10
Madame Montargis	...	10

1894]

SOCIETY OF ST. VINCENT DE PAUL.

OUR POOR DAY

STREET SALE OF ROSES.

5th DECEMBER, 1922.

BE GENEROUS

for the sake of

HONGKONG'S POOR.

THE SOCIETY'S

39th ANNUAL BAZAAR

will be held on

10th DECEMBER,

under the Distinguished Patronage of

HIS EXCELLENCY THE GOVERNOR.

"NO WORK OF CHARITY IS FOREIGN TO THE SOCIETY." [1711]

DANCING.

PALACE HOTEL.

By kind permission of Capt. C. S. BENNING, B.N. D.S.O., The Popular JAZZ QUARTET of H.M.S. Tivonia will play at the above Hotel on SATURDAY, 2nd, Dancing 9 P.M. [1857]

THE CORONET.

SATURDAY to MONDAY.

A SLAVE OF VANITY.

KOWLOON THEATRE.

THURSDAY to SATURDAY.

THE OLD

SWIMMIN' HOLE.

INTIMATIONS

NOTICE

HONGKONG HOTEL CO., LTD.

M. R. WALLER J. HAWKER, A.C.L.S., has been appointed Secretary of the above Company, as from 1st DECEMBER, 1922.

By Order of the Board,
C. MONTAGUE EDE, Chairman.

1859]

THE CHINA LIGHT AND POWER CO. (1916), LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the offices of Messrs. BARNES, MOORE & CO., the General Managers of the said Company, 5, George's Building, Victoria, Hongkong, on THURSDAY, the 14th day of DECEMBER, 1922, at 11 o'clock in the Forenoon, when the subjoined resolutions will be proposed as ordinary resolutions, viz—

1. That the authorised Capital of the Company (which is now \$1,000,000 consisting of 200,000 shares of the nominal value of \$5 each the whole of which have been issued) be increased to \$2,000,000 by the creation of 200,000 additional shares of the nominal value of \$5 each ranking (subject as hereinafter mentioned) for dividend and in all other respects *pari passu* with the shares constituting the Company's present issued Capital.
2. That the said 200,000 new shares be offered in the first instance (in the proportion of one new share for every old share held by them respectively) to the Members of the Company who on the 14th day of December, 1922, are registered in the Company's Share Register as the holders of the said 200,000 old shares at par and so that on acceptance of the offer the amount due in respect of such 200,000 shares shall be payable in four instalments, viz: the sum of \$2.50 part thereof on the 2nd day of January, 1923, and the sum of \$2.50 the balance thereof on the 1st day of March, 1923.

And further that the said 200,000 new shares shall *ex-ante* the said 200,000 new shares rank for dividends as from the 2nd day of January, 1923, in respect of the amount payable thereon on that date, and as from the 1st day of March, 1923, in respect of the full nominal value thereof.

And that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by the member on behalf of himself or his nominee will be deemed to be declined and that the General Managers be at liberty to extend the time for such acceptance to such date or dates as they may think fit in the case of shareholders whose place of abode is not in Hongkong.

And further that any of the said 200,000 new shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's General Managers shall in their absolute discretion think fit.

The Transfer Books of the Company will be closed from Friday, the 8th day of December, 1922, to Thursday, the 14th day of December, 1922 (both days inclusive) during which period no transfer of shares can be registered.

Dated the 30th day of November, 1922.

SHEWAN, TOMES & CO., General Managers.

1819]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET,

VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By

PUBLIC AUCTION, IN ONE LOT

on

SATURDAY,

The 30th Day of Dec. 1922, at 3 O'CLOCK P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1918, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors,

8, Des Voeux Road Central,

and

Messrs. LAMBERT BROTHERS Auctioneers.

1237]

FOR SALE

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 3 storied brick and concrete building suitable for office and godown.

Further details apply.

485] W. G. HUMPHREYS & CO.

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S

LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

NOTICE

I have opened BRANCH OFFICES of my Firm at—

HONGKONG—Queen's Road Central, No. 13, Astor House Building.

SWATOW—Yong An Across Street, No. 3.

G. E. HUYGEN, Canton.

1883]

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING will be held (weather permitting) at HARRY TAYLOR on SATURDAY, DECEMBER 2nd, commencing at 2.45 P.M.

The charge for admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Gymkhana Season tickets to obtain admission to the Members Enclosure.

Each Member has the right of introducing 3 non-members to the enclosure. Tickets for whom can be obtained from the Secretary at \$5 each up to Friday, December 1st.

The Stewards invite the Ladies of Hongkong to be present.

1836]

Re "SUI AN" PIRACY.

TO ALL WHOM IT MAY CONCERN—

It is the intention of the undersigned THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED to prefer in due course a claim against the Chinese Government, through the proper British Authority for the losses sustained by us in connection with the Piracy which took place on the above Ship on the 15th November, 1922, and we shall therefore be prepared to receive and put forward with our above mentioned claim, claims (which should be made out in detail) by any persons who were on board the above Ship when the said Piracy took place and who may desire us to do so.

Dated this 29th day of November, 1922.

By Order of the Board of Directors,
JOHN ARNOLD, Secretary.

1848]

THEATRE ROYAL

A. D. C.

CHRISTMAS PRODUCTION OF

SHAKESPEARE'S

"THE TEMPEST."

TUESDAY, Dec. 26th (Boxing Day), 9.15 P.M.

WEDNESDAY, Dec. 27th (Matinee), 4.15 P.M.

THURSDAY, Dec. 28th, 9.15 P.M.

SATURDAY, Dec. 30th, 9.15 P.M.

MONDAY, Jan. 1st (New Year's Day), 9.15 P.M.

TUESDAY, Jan. 2nd, 9.15 P.M.

Booking now at MOUTRIE'S.

Prices as Usual.

[1833]

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

TUESDAY,

the 5th DECEMBER, 1922, at 2.30 A.M.

at

H. M.'s NAVAL DOCK YARD.

Iron Tanks, Steel Tubes, Chain Cable, Cast

Iron, Galvanized Steel, Anchor, Weights, Cable

Drums, Oil, Lead, Steel Bolts and Nuts, &c., &c.

Terms of Sale.—As detailed in Catalogue.

Lots may be inspected on MONDAY, 4th

DECEMBER, 1922.

HUGHES & HOUGH,

By Appointment Auctioneers to the Admiralty.

Hongkong, 23rd December, 1922. [1841]

XMAS comes but Once a Year, and

is everyone's delight. To send a Few

NICE CIGARS to Friends at Home

Place Your Orders with

HONGKONG CIGAR STORE,

and they do the rest.

ALEXANDRA BUILDINGS.

COME EARLY. [1458]

DIAN MADAM.

November, 1922.

We have just received a large Assortment

of DAY and EVENING GOWNS,

EVENING CLOAKS, HEAVY WIN-

TER COATS, HATS, FURS and FUR

COATS, at Reasonable Prices.

We shall be pleased to show them to you

if you will kindly call.

Thanking you for past favours and

soliciting a continuance of same.

(Yours faithfully,

MADAME FLINT

37, Queen's Road Central.

1708]

INTIMATION

Burnett's

celebrated

London Dry Gin

Unique in Character and Flavour.

Quality Unrivalled.

GIVES THAT DISTINCTIVE EXCELLENCE TO A COCKTAIL.

Blends Excellently with Watson's Stone Ginger Beer.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE CENTRAL 616.

DEATH.

GUBBAY.—Died at sea on board the s.s. *Nagasaki Maru*, on the 27th inst., RAPHAEL AARON GUBBAY, late Exchange Broker, Hongkong. [1861]

HONGKONG OFFICE: 104, DES VOUEX RD., C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 2ND, 1922.

THE CANTON LOAN.

THERE has been some discussion in the Press of the North as to whether the \$2,000,000 Loan which a London syndicate recently arranged to furnish to the Government as Canton had any diplomatic backing. Those who think it had will possibly find support for their opinion in a current report that the syndicate is wanting to postpone the payment of the first instalment of the Loan for sixty days, "on account of the Cabinet changes in England." At the same time it is stated that applications for the scrip are coming in well and the flotation of the loan is assured. If the money is available the statement that the delay in paying the first instalment is due to Cabinet changes in England can have no other implication than that the underwriters are seeking the support of the new Government before risking the loan. It has been stated that when the Loan agreement was presented to the British Consul-General at Canton for registration Mr. JAMISON wanted the representative of the syndicate that the transaction might be repudiated if the existing administration at Canton should be upset, and it has also been unofficially stated that the Consul-General "advised his Home Government in this sense, adding that the warning might be made public in the interests of the British investing public." We do not know on what authority these statements were published. It is improbable that the statement was made to any newspaper by Mr. JAMISON

himself, as he would not be likely to say that he "advised his Home Government in this sense." Mr. JAMISON's communications on the subject would be to H.M.'s Minister in Peking who, alone, as the head of the Diplomatic and Consular Service in China, has the privilege of advising His Majesty's Government. But there is nothing inherently improbable in the statement that the Consul gave advice of this character to the Syndicate's representative. This loan, though it is a novel one in China, in that the money is wanted for municipal and not for national purposes, is presumably governed, so far as diplomatic support is concerned, by the policy announced by the Consortium. Possibly the Syndicate are hoping that with a change of Government in Great Britain they may be able to induce a change of attitude on the part of the Government towards the policy of the Consortium, but it seems to us extremely improbable that any British Government would commit itself to supporting every financial syndicate who might be induced to lend money to municipal governments in China, while the country is in its present state of political instability. It appears that the powers that be at Peking and the followers of SUN YAT SEN are alike exceedingly suspicious of this Canton loan. In official circles in Peking the view is expressed that a backing of this loan by British diplomacy would be the first step towards the recognition of an independent Canton; while SUN's followers naturally regard it as strengthening the position of the political faction they aspire at some time or other to oust. In that lies the whole difficulty. If it could be said that the Municipal Assembly of Canton, like the Vicar of Bray, remained in control "whatever King may reign," or whatever political party becomes supreme, there would be no more risk about the municipal loan than there is about any municipal loan in England. But it is well known that this is not the case at Canton, and that several instances are on record of contracts made by one governing faction being repudiated by its successors, even though the contracts have related to purely municipal undertakings. Moreover, it is pertinent to recall that the Central Government has deemed that no foreign loans may be raised without its consent. We are not aware that its consent has been obtained for the "Canton Loan" which has been acclaimed in Canton as "the only municipal loan that has ever been raised in China." The objects in view in raising the loan seem entirely praiseworthy. Part of the money is to be devoted to the rehabilitation of the provincial note issue, and the rest to electric tramway, and waterworks undertakings and an improved telephone system. The municipality can offer ample security for the loan, but if the Powers are to support every loan of this character which may be expected to ensue from the successful flotation of this one, then the whole object of the policy of the Consortium, which is recognised to be eminently desirable in the interests of the preservation of China's sovereignty and integrity, would be wrecked. For these reasons exceptional interest attaches to the loan and it will be interesting to see whether Canton gets the money.

The British warships in the harbour were dressed yesterday in honour of the birthday of H.M. Queen Alexandra, and the customary salute was fired at noon.

Mr. Harry Ore's second pianoforte recital will be held in the Cathedral Hall on Monday, December 18th, at 5.30 p.m. with the collaboration of Messrs. Eric Rice and A. M. Bowen-Smith.—ADVT.

We are informed that the first day's bookings for the A.D.C.'s Christmas production of "The Tempest" were exceedingly good and that, to secure good seats, our readers would be well advised to book early.

A gentleman staying at the Hongkong Hotel, has reported to the police that his pocket was picked in the General Post Office, on Wednesday. He was standing near the parcel counter when a Chinese extracted a wallet from his left hand trouser-pocket. The wallet contained \$300.

A case occupying the Japanese Court at Yokohama in which three employees of the Kencho (municipal office) are charged with embezzling money received in connection with the sale of German property. The total sum involved does not appear in the reports, but the Court was informed that one of the accused admitted embezzling 2,400 yen, and that this money had been returned.

Mr. Warwick Major, who was associated with Mr. Maurice Bandman for several years prior to the latter's death, is taking a prominent part in the control of Bandman Eastern Circuit, which has just acquired the Bandman Varieties, Ltd., which under the direction of the late Mr. Maurice Bandman, catered theatrically for India, Ceylon, Malaya and the Further East.

Canton had another legal holiday yesterday "by order of the Military Administration" to celebrate the anniversary of the organisation of the Cantonese Army under General Chen Chung Ming, an event described by the *Canton Times* in the following terms:—"In 1917, when Chu Ching Lan was Civil Governor in Canton, the Kwangsiites were running this province with a Kwangsi militarist as Tsuchun. In order to force Fukien to enter the constitutionalist cause, but also to enable the Cantonese to have an army, ex-Governor Chu commissioned General Chen to command the local troops under the Civil Administration, and thus created a separate army organization of Cantonese, commanded by a fellow provincial, outside the direct influence of the Kwangsi. This Cantonese Army, after having entered Fukien and occupied Changchow for three years, finally returned to Canton and ousted the Kwangsi militarists 1920."

The death has occurred at Singapore, suddenly, of Mr. William George Gray, headmaster of St. Anthony's Boys' School. The obituary notices in the *Straits papers* state that the late Mr. Gray first came out to the East to join the staff of "the Kowloon College," Hongkong, in 1892. A reference to the Directory files shows that he was an assistant master of Victoria School, which was then in Staunton and Elgin Streets. On the termination of his three years' contract here he elected to go south arriving in Singapore in 1895, and from then up to the time of his death he held several headmasterships, the chief of which were those of the Eastern School, Singapore, St. Francis' School, of Malacca, and the Government English School, Muar. He was a hard-working teacher and in spite of his 30 years' residence in the East without having had a holiday home he kept marvellously good health. He was certainly very popular wherever he went and counted several friends of all nationalities. He leaves five children—three boys and two girls—to mourn his loss. One son is in the Sarawak Government wireless service, one in Singapore and the other in Dutch South East Borneo. The youngest son, it will be remembered, died last year following a boxing contest.

POPPY DAY DRIVE.

We have received from Mr. A. H. K. Cobb, the hon. Secretary of the Armistice Day Poppy Fund a copy of the final audited statement of the accounts of Poppy Day Drive. The gross receipts amounted to \$4,375.44, and after paying expenses, which amounted to \$358.43, there was a balance of \$4,017.01 which was remitted by telegraph to Earl Haig's Fund on the 29th November at Exchange 25. 5d. and the total sterling amount remitted as a result of the drive was £727 1s. 1d.

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Do you suffer from
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appetite, pains or
fullness after eating,
flatulence, acidity,
headaches, bilious-
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Syrup, and become one of the countless thousands
of people who own their good health and good spirits to this
well-proved remedy of fifty years' reputation.

Mother Seigel's Syrup is made from the medicinal extracts
of roots, barks and leaves which, in combination, have a remark-
ably beneficial effect upon the principal organs of digestion—
the stomach, liver and bowels. The Syrup tones and
strengthens them, and when they have been restored to
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THE EDUCATION NIGHTMARE.

£1,000-A-YEAR: FATHER'S GREAT
PROBLEM.

We all know where Waterloo was won;
some of us know rather painfully that in
that place to-day a boy costs his parents
£300 a year, says a writer in the *Evening
Standard*. Eton costs now as much as St.
Oxford or Cambridge "grad," before the
war, inclusive of his liberties, wines, and
general expenses; and so it is with the other
public schools. Two boys cost their father
£500 a year. It is in the national sense a
very important question. Consider its
meaning. It means that only the rich can
educate their sons, and so we find a new
class of boy in our public schools, while the
"gentry" class go to the "other" schools.

These schools prosper because out of the
war a strong rich class has emerged; also
schoolmasters are to-day better paid. But
we will avoid complaints. The outstanding
fact is that the very people—soldiers,
sailors, professional men generally, in short,
the old Cromwellian gentry, officials, and
the learned class—cannot afford to educate
their sons in the schools primarily created
for them, and every year are likely to be-
come less able to do so.

England is threatened with an educa-
tional system that cannot be used by the
very people it is intended for.

The high costs do not apply only to
public school. The "prep" schools are
almost as dear; in some cases more so.
Perhaps, more strange still, girls' schools
are more costly than boys' schools.

"EXTRAS."

A good "prep" school charges £250 a
year. At many girls' schools the charges
work out at from £190 to £300 a year,
for in girls' schools everything is an
"extra"; thus music, dancing, eurythmics,
drawing, gymnastics, even games. The
term's bill of a quite ordinary girls' school
comes to £76, or £228 per annum. A mat-
ron who has three sons at a good seaside boys'
"prep" school told the writer it cost her
£300 a year, without holidays. A girls' school
in these seaside places the charges
run to £300 a year.

Education has become a nightmare to
the professional man on £1,000 or £1,500
a year. Taking the school charges, from
"prep" to "Varsity," from the age of eight
to eighteen, the ten years to-day cost a
minimum of £2,000, and if the better
schools are used, £3,000. Thus two boys
and one girl for the ten years will cost
their father £6,000.

What will happen? Clearly, the pro-
fessional classes will gradually be squeezed
out of the schools (this is happening to-
day) and English education will receive
a staggering blow.

Many masters know that not a few
hundreds of boys to-day are being educated
on charity fees, sometimes even gratis. In
other cases, a compromise is made: The
writer knows of a war widow whose two sons
are being educated for nothing.

The type of boy and girl in all these
schools is rapidly changing. One has only
to visit these places to spot the difference.
They are to-day schools for rich tradesmen.
Where will the others go?

Now, the nation will have to consider this:
for it strikes a death-blow at the schools'
system whose proud boast it has been to
train the ruling classes.

INCOMES HAVE CHANGED.

It is indefensible that a country's school
should be beyond the means of the very
class they are, or should be, run for; that
a man earning, say, £1,000 a year should
not be able to give his son the education
he enjoyed. Yet that is the position, and
it is certain to grow more difficult.

We are the only country in the world
where education is voluntary and commer-
cial, and if the system has worked well it
was because

- (1) The charges were reasonable;
- (2) The incomes of professional men
were in accordance with their position.

Both factors have changed as the result
of war. School fees have gone up enorm-
ously; incomes or purchasing power have
depreciated.

Can the commercial system last in these
conditions?

There is no doubt but that the charges
in most girls' schools are unreasonably
high, judged by the standard of education
that the nation is entitled to expect. It
is ridiculous that a girl of 12, not learning
Latin or Greek, should cost £230 a year;
and the same applies to most "prep"
schools.

THE SOLUTION.

There is no control over these establish-
ments, financial or educational. The
education given, judged by Continental
standards, is low.

Every term in these places new teachers
come and go; in weary procession, like the
modern servant. Education suffers. The
child rarely has the same teacher any two
terms running. Yet every term these
schools increase their numbers. In many
instances they are ludicrously overcrowded
and understaffed. As a girl said, "Last
term all the servants left." This term all
the teachers are changed.

It comes to this: Our commercial school
system is at stake, and there is only one real
remedy. Cheap State education. The
country which neglects its education to-day
must decline in the fierce competition
around. We have got schools for plutocrats
now. We shall soon see the results. The
solution is State democratic education.

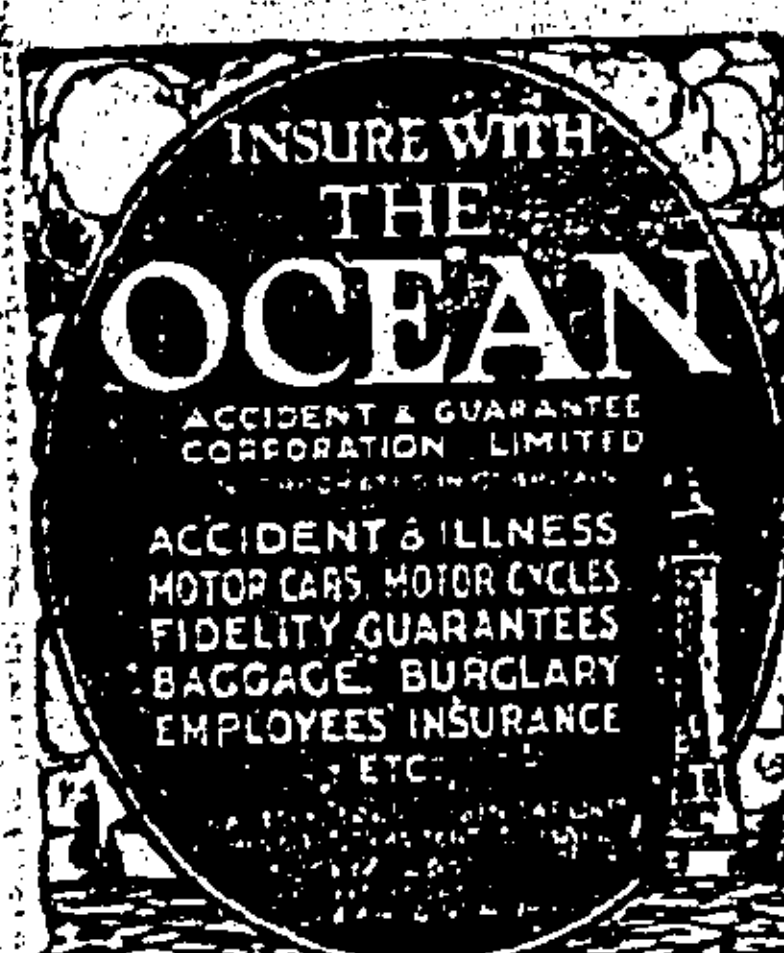
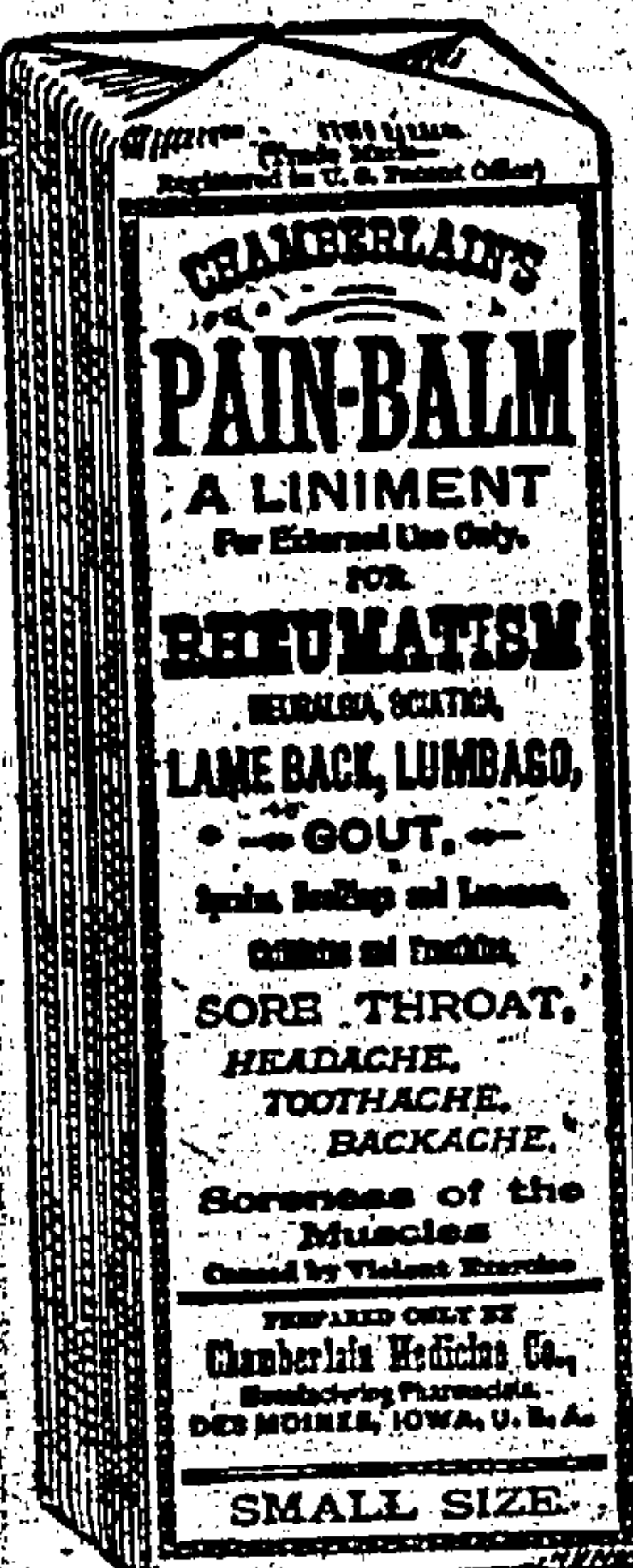
Sentencing Charles E. Seymour to
three years' penal servitude for stand-
ing Mrs. Adelina Bliss in Hyde Park,
Mr. Justice Roche said the medical pro-
fession would be performing a public
service if they studied earnestly the
question of the feasibility of sterilising
both men and women with tendencies
such as prisoner had. To allow them to
breed was breeding from the worst of
all stock and propagating disease and
crime.



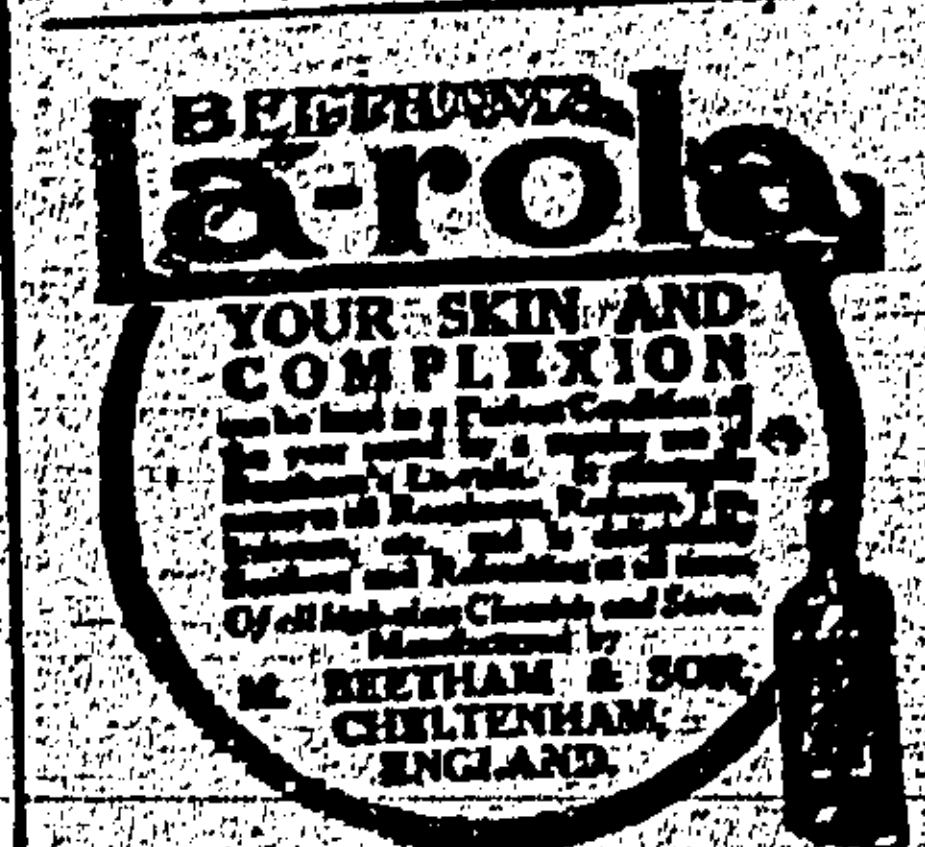
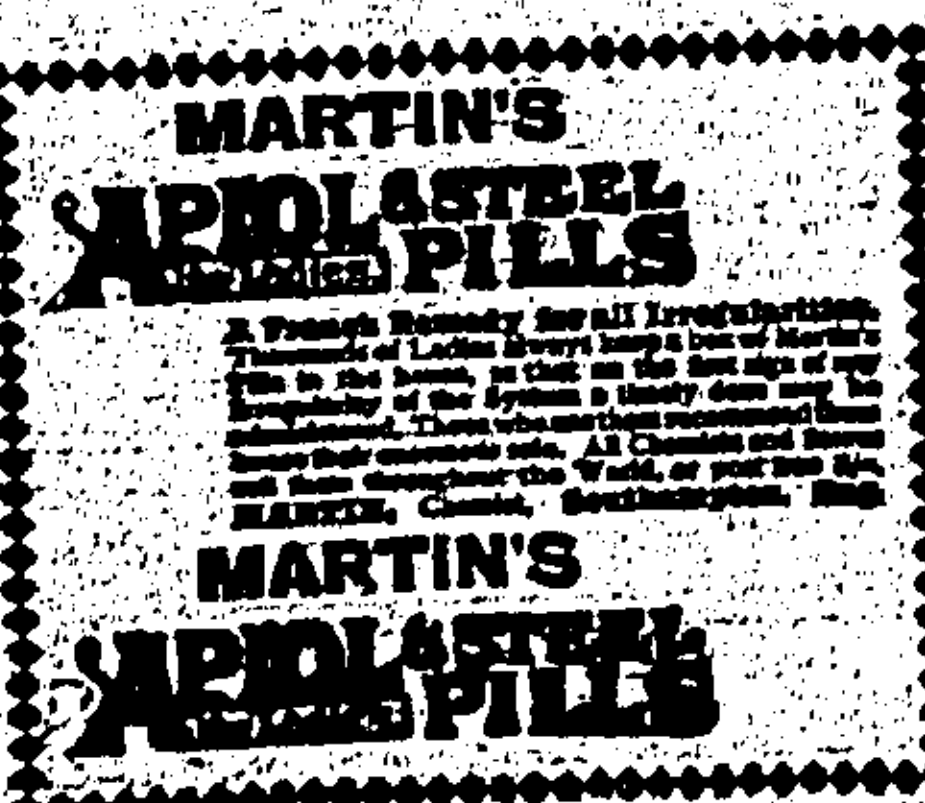
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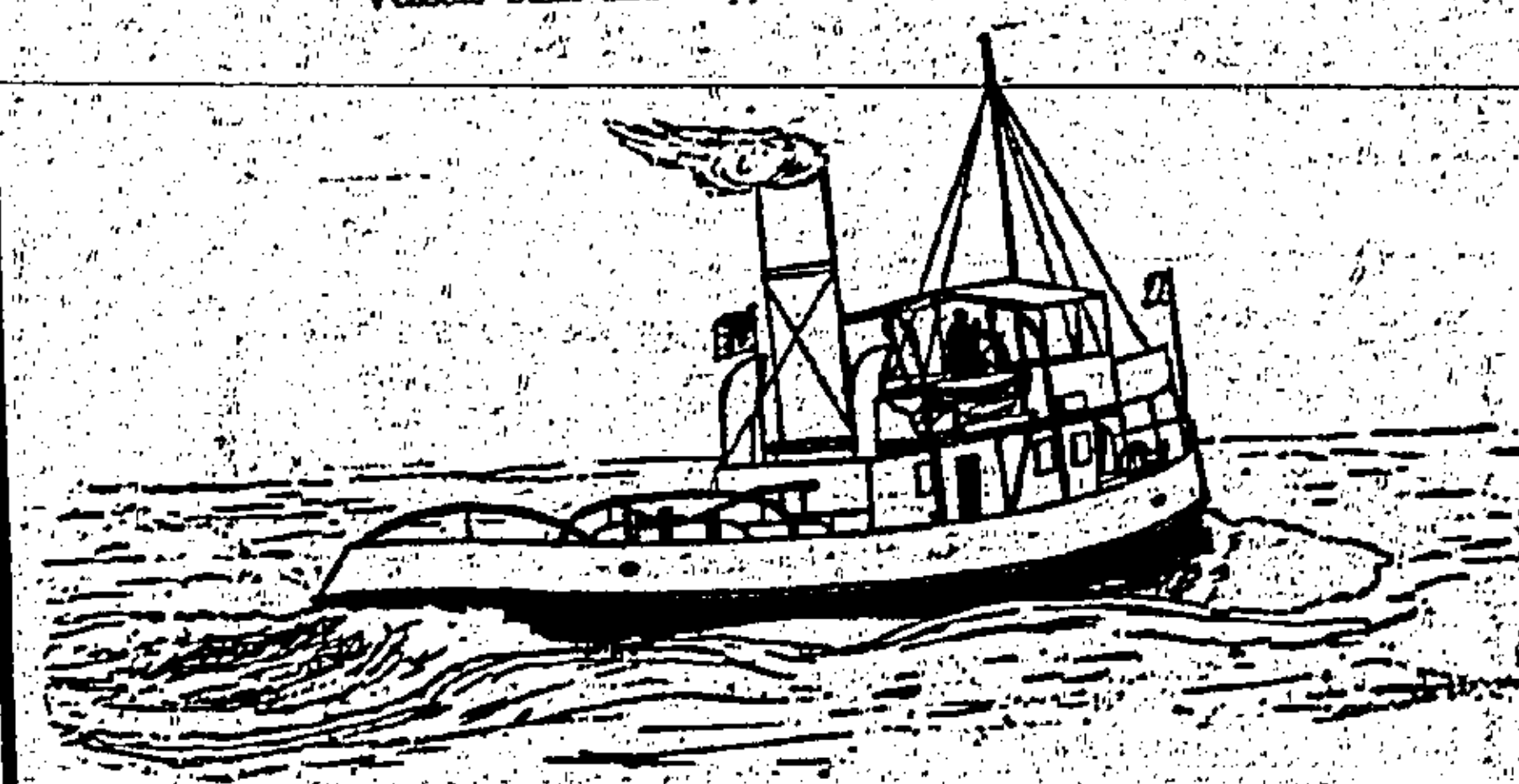
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Richness, beauty and good taste in line and appointment,—

Power, ruggedness and advanced engineering in the chassis,—

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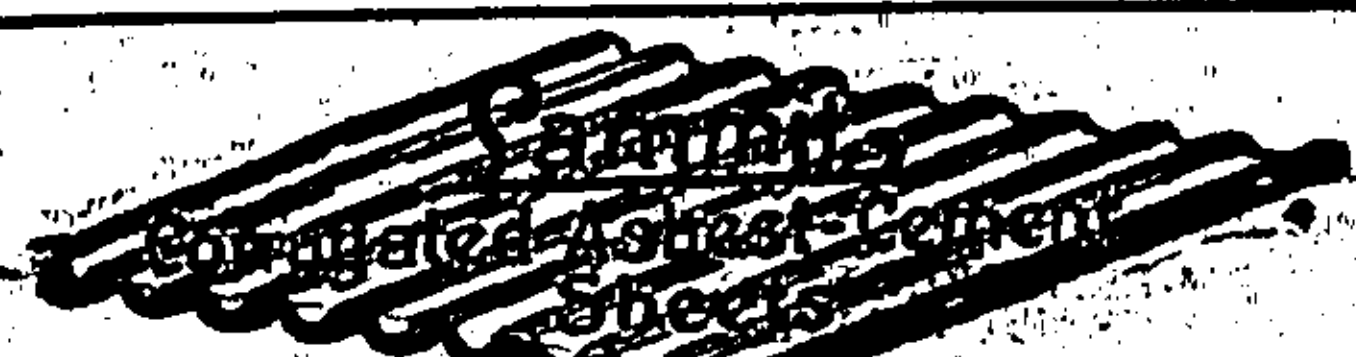
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CONSTITUTION OF EGYPT.

CLAIM TO THE SUDAN.

The Constitutional Committee on October 31st, presented its recommendations to the King. As now issued the proposed Constitution differs in several points from the draft first published. The following are the chief points of the present report:

(1) Egypt is an hereditary constitutional monarchy, the throne being held by the line of Mehmet Ali.

(2) The King is to be entitled "King of Egypt and the Sudan," and will govern through Ministers.

(3) Parliament is to consist of a Senate of one hundred members, of whom thirty are to be nominated; the House of Representatives of about 320 members, or one to every sixty thousand inhabitants.

(4) There will be Ministerial responsibility to Parliament.

(5) The King to have the right to dissolve the House of Representatives and the veto as the President of the United States, with additional safeguards.

(6) Both Houses must pass all laws, but in the case of the Budget for the first five years if one House rejects the measure both are to sit together and the majority of the united Houses will finally decide. Afterwards the old Budget continues until a new Budget is voted.

(7) Parliament to fix the civil list for each sovereign and his family before the sovereign takes the oath, but for the reigning sovereign and family the civil list is fixed at the present figure—viz., 150,000 and 112,000 pounds Egyptian respectively.

(8) Members of the reigning family are ineligible as Ministers but may sit in either House.

(9) Primary education is to be compulsory and free.

(10) There is to be no censorship or administrative control of the Press unless under martial law.

(11) There is to be freedom of religion and freedom of profession and practice. All citizens without distinction of religion, race, or language will have equal rights.

(12) Europeans are to benefit by all the liberties Egyptian enjoy and the rights sanctioned by the Capitulations or practices as well as the public debt. All existing international treaties are to be respected.

(13) The official language to be Arabic and the religion Islam.

(14) There are to be provincial councils and municipalities for which a separate law is to be enacted.

(15) Laws introduced since the suspension of the Legislative Assembly must be submitted to Parliament.

(16) Although the Sudan belongs to the Egyptian Kingdom the Constitution does not apply to it and a special administration will be provided.

(17) As regards eventual revision of the Constitution the Commission has adopted the French system, but numbers one, four, eleven, and twelve are immutable provisions.—Times.

THE LIQUOR RULING.

DRY SHIPS' PASSENGERS RESENTMENT.

LONDON, October 18th.

Atlantic liners owned by the United States Shipping Board have all gone dry, even in mid-ocean. There have been some amusing incidents. Many travellers have resented the interference with their liberty and others have made the best of what they describe as a bad job.

One chorus, shouted at Plymouth by to-day's arrivals from the other side of the Atlantic, ran:

Four and twenty Yankee boys, feeling very dry,
Came to Merrie England to get a case of rye.

When that case was opened those Yanks began to sing,
To hell with Mr. Volstead, God save the King.

Yankees from the shore were greatly amused, but as the travellers landed just on the closing hour of the local saloons there was little time for them to rejoice before they were hurried away to London.

Three Atlantic liners, flying the American flag, have been at Plymouth during the week-end. Two of them the *President-Van Buren* and the *America*, are operated by the United States Lines, for the United States Shipping Board, and the third, the *Mongolia* of the American Line, was wrecked arriving at Plymouth, but the others were dry. This was due to wireless instructions received from New York, and as a consequence on board both ships there were many protests from the passengers. The captains, however, insisted on carrying out the orders, and all bars were closed. Those passengers, however, who had secured supplies in their private apartments were able to dispense hospitality.

On board the *America* the passengers indulged in a hilarious feast and a few of those who landed at Plymouth had a printed souvenir which read as follows:

"October 3rd, 1922. At 10.30 p.m., this date, John Barleycorn was ruthlessly murdered on board this vessel. May the result of his death be visited upon the perpetrators of this heinous crime!"

John Barleycorn was buried with all solemnity from the stern on Saturday afternoon at 4 o'clock. An effigy was prepared and set adrift in a small boat under each arm was committed to the deep. Previously the effigy had been paraded all over the ship, the ship's band playing appropriate music. There were funeral dirges and then the final plunge into the ocean. These arrangements were carried out by the passengers. Captain (V. H. H.) of the *America* and his officers refraining from any participation.—New York Times.

TAX ON FORTIFIES

The Swiss Government has decided to hold a referendum on the Socialists' Communist proposal to levy a tax on fortifications. The tax would be the highest in Europe, from 50 to 40 per cent. It is estimated that the loss represents 250,000,000 and capital has left the country to the extent of 2100,000,000.

APOLOGY FOR KING CONSTANTINE.

HIS POLICY IN THE GREAT WAR.

"BEST FOR THE ALLIES."

Admiral Mark Kerr, recently wrote the following letter to the Times:

"Sir,—It is a maxim in Great Britain not to hit a man when he is down. I therefore ask you to publish the following corrections to your leading article."

King Constantine did not send the Greek Army to Asia Minor. It was sent by the Allies during the exile of the King in Switzerland. The telegram that you referred to was endorsed by the Emperor in his own handwriting. Greece shall now be treated as an enemy, which shows that the Emperor was not affected by the opening sentence, but realized that the pith lay in the absolute refusal of King Constantine to fight against the Allies.

In March, 1915, the split between the King and M. Venizelos occurred because Constantine, following the advice of the heads of the various parties in Greece, refused to accept the bribe of Asia Minor to enter the war on the side of the Allies, unless he had a sufficient backing to prevent his court from being made like Belgium. He also stated at this time that for the Greeks to occupy Asia Minor would mean the ruin of their country.

With regard to the Serbo-Greek Treaty, this was repudiated by Serbia some time before the Great War began, and M. Venizelos sent to me, in the middle of the night, to inform me of this fact. In spite of this, King Constantine, after the signing of the Great War, was twice offered to carry out Greece's engagements as set out in the former Treaty if Serbia would carry out hers. This Serbia stated, she was unable to do.

When Great Britain and her Allies broke the neutrality of Greece, Germany stated that, unless she had a compensation, she would attack Greece. Fort Rupel, which is a small and insignificant work, and which had been entirely cut off and could not have held on, was surrendered. When Sarail was asked by the Greeks to take over Rupel, as he says in his book he said he could not, because it was quite outside his zone.

On the defeat of the French Army, King Constantine telegraphed to the German Emperor to say that if the Bulgarians pursued the Allies into Greek territory, Greece would attack Greece and prevent the pursuit of the Allies. This action saved the force at Salonika.

With regard to the affair of December 1st, King Constantine agreed to give up ten thousand rifles if the Allies sent a force to receive them. When the demand was increased to one hundred thousand rifles and a number of batteries of artillery, he told the Allies that he could not accept these terms, and warned them that the demand would be resisted by force. Even on the way up, the Allied forces were met by an American with a message from the Greek King that they would be opposed.

At the same time, an order was given to the Greek Army that they were not to fire first, and this order was carried out. It was only on the second day when the Royalist troops were fired on that there was any bloodshed. This is the story of what your leading article refers to as the massacre. One of my officers was in command of the Naval force at Zephalon on this occasion, and he reported to me that no one could have been more considerate than were the Greeks, who escorted them back to their ships.

Finally, with regard to King Constantine's whole policy during the war, it was agreed to by Field-Marshal Lord Kitchener, Colonel Sir Thomas Cunningham, and myself, as being the best for the Allies. If Greece had entered the war at that time she would have been wiped out as Rumania was, and the German submarines, working from Greek ports, would have cut the whole of our communications in the Mediterranean.

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"TANGSANG" Sunday, 3rd Dec., 10 a.m.

"OHONGSHING" Tuesday, 5th Dec., 10 a.m.

"TANGSANG" Thursday, 7th Dec., 10 a.m.

"OHONGSHING" Friday, 8th Dec., 3 p.m.

"TANGSANG" Saturday, 9th Dec., 3 p.m.

"OHONGSHING" Sunday, 10th Dec., 8 a.m.

"TANGSANG" Tuesday, 12th Dec., 10 a.m.

"OHONGSHING" Thursday, 14th Dec., Noon.

"TANGSANG" Friday, 15th Dec., 3 p.m.

"OHONGSHING" Saturday, 16th Dec., 3 p.m.

"TANGSANG" Sunday, 17th Dec., 10 a.m.

"OHONGSHING" Tuesday, 19th Dec., 10 a.m.

"TANGSANG" Thursday, 21st Dec., Noon.

"OHONGSHING" Friday, 22nd Dec., 3 p.m.

"TANGSANG" Saturday, 23rd Dec., 3 p.m.

"OHONGSHING" Sunday, 24th Dec., 10 a.m.

"TANGSANG" Tuesday, 26th Dec., 10 a.m.

"OHONGSHING" Thursday, 28th Dec., Noon.

"TANGSANG" Friday, 29th Dec., 3 p.m.

"OHONGSHING" Saturday, 30th Dec., 3 p.m.

"TANGSANG" Sunday, 31st Dec., 10 a.m.

"OHONGSHING" Tuesday, 1st Jan., 10 a.m.

"TANGSANG" Thursday, 3rd Jan., Noon.

"OHONGSHING" Friday, 4th Jan., 3 p.m.

"TANGSANG" Saturday, 5th Jan., 3 p.m.

"OHONGSHING" Sunday, 6th Jan., 10 a.m.

"TANGSANG" Tuesday, 8th Jan., 10 a.m.

"OHONGSHING" Thursday, 10th Jan., Noon.

"TANGSANG" Friday, 11th Jan., 3 p.m.

"OHONGSHING" Saturday, 12th Jan., 3 p.m.

"TANGSANG" Sunday, 13th Jan., 10 a.m.

"OHONGSHING" Tuesday, 15th Jan., 10 a.m.

"TANGSANG" Thursday, 17th Jan., Noon.

"OHONGSHING" Friday, 18th Jan., 3 p.m.

"TANGSANG" Saturday, 19th Jan., 3 p.m.

"OHONGSHING" Sunday, 20th Jan., 10 a.m.

"TANGSANG" Tuesday, 22nd Jan., 10 a.m.

"OHONGSHING" Thursday, 24th Jan., Noon.

"TANGSANG" Friday, 25th Jan., 3 p.m.

"OHONGSHING" Saturday, 26th Jan., 3 p.m.

"TANGSANG" Sunday, 27th Jan., 10 a.m.

"OHONGSHING" Tuesday, 29th Jan., 10 a.m.

"TANGSANG" Thursday, 31st Jan., Noon.

"OHONGSHING" Friday, 1st Feb., 3 p.m.

"TANGSANG" Saturday, 2nd Feb., 3 p.m.

"OHONGSHING" Sunday, 3rd Feb., 10 a.m.

"TANGSANG" Tuesday, 5th Feb., 10 a.m.

"OHONGSHING" Thursday, 7th Feb., Noon.

"TANGSANG" Friday, 8th Feb., 3 p.m.

"OHONGSHING" Saturday, 9th Feb., 3 p.m.

"TANGSANG" Sunday, 10th Feb., 10 a.m.

"OHONGSHING" Tuesday, 12th Feb., 10 a.m.

"TANGSANG" Thursday, 14th Feb., Noon.

"OHONGSHING" Friday, 15th Feb., 3 p.m.

"TANGSANG" Saturday, 16th Feb., 3 p.m.

"OHONGSHING" Sunday, 17th Feb., 10 a.m.

"TANGSANG" Tuesday, 19th Feb., 10 a.m.

"OHONGSHING" Thursday, 21st Feb., Noon.

"TANGSANG" Friday, 22nd Feb., 3 p.m.

"OHONGSHING" Saturday, 23rd Feb., 3 p.m.

"TANGSANG" Sunday, 24th Feb., 10 a.m.

"OHONGSHING" Tuesday, 26th Feb., 10 a.m.

"TANGSANG" Thursday, 28th Feb., Noon.

"OHONGSHING" Friday, 29th Feb., 3 p.m.

"TANGSANG" Saturday, 30th Feb., 3 p.m.

"OHONGSHING" Sunday, 31st Feb., 10 a.m.

"TANGSANG" Tuesday, 3rd Mar., 10 a.m.

"OHONGSHING" Thursday, 5th Mar., Noon.

"TANGSANG" Friday, 6th Mar., 3 p.m.

"OHONGSHING" Saturday, 7th Mar., 3 p.m.

"TANGSANG" Sunday, 8th Mar., 10 a.m.

"OHONGSHING" Tuesday, 10th Mar., 10 a.m.

"TANGSANG" Thursday, 12th Mar., Noon.

"OHONGSHING" Friday, 13th Mar., 3 p.m.

"TANGSANG" Saturday, 14th Mar., 3 p.m.

"OHONGSHING" Sunday, 15th Mar., 10 a.m.

"TANGSANG" Tuesday, 17th Mar., 10 a.m.

"OHONGSHING" Thursday, 19th Mar., Noon.

"TANGSANG" Friday, 20th Mar., 3 p.m.

"OHONGSHING" Saturday, 21st Mar., 3 p.m.

"TANGSANG" Sunday, 22nd Mar., 10 a.m.

"OHONGSHING" Tuesday, 24th Mar., 10 a.m.

"TANGSANG" Thursday, 26th Mar., Noon.

"OHONGSHING" Friday, 27th Mar., 3 p.m.

"TANGSANG" Saturday, 28th Mar., 3 p.m.

"OHONGSHING" Sunday, 29th Mar., 10 a.m.

"TANGSANG" Tuesday, 31st Mar., 10 a.m.

"OHONGSHING" Thursday, 2nd Apr., Noon.

SHIPPING NEWS

ARRIVALS.

November 30th.
Chongwa, Chinese str., 538 tons, Capt. V. Lourenco, from Hsinow, with a general cargo.—Hing Lee & Co.
Haitan, British str., 1,138 tons, Capt. E. Jones, from Haiphong, with a general cargo.—Man Wing S.S. Co.
Jade, French str., 398 tons, Capt. M. Caliste, from Haiphong, with a general cargo.—Kai Yue.
Xuanchang, British str., 1,873 tons, Capt. C. Plunkett, from Bangkok with a general cargo.—B. & S.
Poole, Chinese str., 314 tons, Capt. Lee Ping, from K. C. Wan, with a general cargo.—Hing Shun & Co.
Satchow, Chinese str., 743 tons, Capt. S. N. Petroff, from Swatow, with a general cargo.—Yue Woo S.S. Co.
 December 1st.
Cheongshing, British str., from Canton.
Choki Maru, Japanese str., 1,158 tons, Capt. M. Nozawa, from Keelung, with coal.—M.B.K.
Hwano Maru, Japanese str., 847 tons, Capt. Hoshino, from Keelung, with coal.—Suzuki & Co.
Hok Canton, Chinese str., 356 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Hong On & Co.
Persia Maru, Japanese str., 2,650 tons, Capt. J. Yawata, from Japan, with a general cargo.—Toyo Kisen Kaisha.
Ryusei Maru, Japanese str., 1,205 tons, Capt. G. Kawasaki, from Miki, with coal.—M.B.K.
Seichuen, British str., from Canton.
Van Cloon, Dutch str., 2,562 tons, Capt. F. Schmitt, from Singapore, with a general cargo.—J.C.J.L.
West Farnham, American str., 4,507 tons, Capt. M. M. Walk, from Shanghai, with a general cargo.—Struthers & Barry.

CLEARANCES.

November 30th.
Sosha Maru, for Canton.
Tennu Maru, for Haiphong.
Tyinalak, for Batavia.
Uwajima Maru, for Takao.
 December 1st.
Chongwa, for Canton.
Haitan, for Swatow.
Nishiyama Maru, for Anping.
Pongtong, for Bangkok.
Seichuen, for Shanghai.
Van Cloon, for Swatow.
Yuenany, for Manila.

VESSELS EXPECTED.

Atsura (E. & A.), due Dec. 9th.
Benduran (Ben Line), due Dec. 5th.
Diamond (Blue Funnel), due Dec. 23rd.
Elpenor (Blue Funnel), due today.
Empress of Australia, due Dec. 14th.
Hakozaki Maru (N.Y.K.), due Dec. 8th.
Mentor (Blue Funnel), due Dec. 6th.
Plasy (P. & O.), due Dec. 3rd, 6 a.m.
President Taft (P.M.), due Dec. 19th.
Pyrrhus (Blue Funnel), due today.
Tamba Maru (N.Y.K.), due Dec. 14th.
Tosa Maru (N.Y.K.), due Dec. 3rd.
Yoshino Maru (N.Y.K.), due Dec. 14th.

SHIPPING NOTES.

The new P. & O. liner *Moldavia* which recently set forth from London on her maiden voyage to Australia was under the command of Capt. Cecil W. Burleigh, D.S.O., who has an exceptionally fine record behind him. He has worked his way right through the P. & O. service, and served for nearly twenty years in the Royal Naval Reserve, retiring as a commander after the Armistice to make way for junior men. During the war he was given command of various small patrol and blockade vessels, the best known of his ships being the Southampton-Jersey mail steamer *Captara*.

A settlement has been reached in the Edinburgh Court of Session, the Dundee Harbour trustees paying the Anchor Line £54,998 and interest for the loss of the *Circassia*, the Ellerman Line £211,000 for the loss of the *City of Sydney* and the owners of the *Glenair* £3,273, all three being sunk by the wreckage of the *Glen Shaw* which was mined and sank in January, 1917, in their pilotage area and was improperly buoyed and lit.

Discussion is taking place in Southampton as to whether the port will eventually be adopted as a centre by shipping companies trading with the East. A shipping paper calls attention to the announcement that two large and well-known companies, who have for years been concerned with Eastern trade, have made known their intention of utilizing the Southern port—at least, for the time being. The Henderson Line, which has Glasgow and London as its principal ports in this country, has appointed the White Star Line its agents, and notified them that vessels on the homeward voyage will utilize Southampton as the port of disembarkation for British passengers before proceeding to the Continent. The Nippon Yusen Kaisha have up to the present made Southampton their port of call only for the extra sailing which takes place early in November, but, as they have asked Messrs. Wainwright Bros. to act for them, hopes are being expressed that the call will be a permanent one. These statements naturally recall that Southampton was the port of embarkation and disembarkation for all P. & O. steamers on their various routes. It was a momentous decision when the company transferred to London, and, incidentally, was a blow at the port. It was one, however, that Southampton, with its present list of arrivals and departures of great ocean steamers, has fully recovered from. All the older generation of Eastern voyagers will have used and remembered Southampton when it was almost the sole port for that part of the world before routes via America and other lines via Suez, and, now, Panama were thought of.

SHIPPING MOVEMENTS.

The s.s. *City of York* (Bank Line), from London, left Suez on November 29th, and is due to arrive at Hongkong on December 21st.
 The s.s. *City of Dunkirk* (Bank Line), from New York, left Suez on November 29th, and is due to arrive at Hongkong on December 20th.
 The China Mail s.s. *Nile* left Shanghai on November 30th, and is due to arrive at Hongkong on December 3rd, at daylight.
 The s.s. *Theseus* (Blue Funnel) left Liverpool on November 25th for Hongkong and Shanghai, and is due here on or about December 28th.
 The s.s. *Hyton* (Blue Funnel), arrived at London on November 28th.
 The s.s. *Orestes* (Blue Funnel) left Port Said on November 29th for Havre, Liverpool and Glasgow.
 The Danish s.s. *Sierra Morena* is expected to arrive here from Hamburg on December 3rd.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—3rd December, 1922, 1st Sunday in Advent.
 Holy Communion (8.00 a.m.); Children's Service (10 a.m.); Hymns, 339, 547, 447, 448 (11 a.m.); Responses, Ferial; Venite, Baraby (21); Psalms, 1, Oakeley; To Deum, Woodward; Smart, Turle; Benediction, B. May; Anthem "Love not the world," Sullivan; Hymn, 49.
 N.B.—Psalms 9, verses 1, 2, 7, 8, 11, 18, 29 in unison.
 Holy Communion (12 noon); Evensong (6 p.m.); Responses, Ferial; Psalms, 46, 140, 134; Psalm, Magnificat, Smart; Nunc Dimittis, Felton; Hymns, 49, 291, 61.
 N.B.—Psalms 46, verses 1, 2, 7, 11 in unison.
 Psalm 43, verses 1, 2, 3, 4 in unison.
 Hymn 43, verses 1, 3, 5 in unison.
 Hymn 291, verses 1, 3, 5 in unison.
 Hymn 61, verses 1, 4 in unison. [115]

Union Church (Kennedy Road).—Sunday Services; December 3rd.
 Morning Service at 11 o'clock.
 Evening Service at 6 o'clock.
 Preacher.—Rev. J. Kirk Macdonald.
 Tuesday, at 8 a.m.—Concert; Tickets 81.
 Wednesday.—Sale of Work, 3 p.m.
 Friday.—Christian Endeavour Meeting, 8.15 p.m.

First Church of Christ Scientists, MacDonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m. Wednesday, 3.45 p.m. [192]

University Students' Services Association (Rhenish Mission Church, Bonham Road).—Sunday, Dec. 3rd, 1922, at 7.30 p.m.
 Hymns:—184, "Rock of ages, cleft for me," 337, "There's a Friend for little children," 28, "Sweet Saviour, bless us ere we go," 38, "Saviour, bless us ere we go."
 Preacher.—Rev. G. R. Lindsay, M.A. (Chaplain of St. Andrew's Church, Kowloon).
 Subject:—"Friendship." [1589]

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

FROM	TO	ADDRESS
Peak	From	Shanghai
Brandt Thorpe Manor	Shanghai	Shanghai
Gilberts Elizabeth Port	Kobe	Kobenhaven
Restarte	Kobe	Kobenhaven
Wichit	1717	Peking
Tsichung, 31, High Street	1717	Peking
Poonamtai, 64, Wyndham Street	1717	Peking
Kwongwahchung, Des Voeux Road	1717	Peking
7459	Yokohama	Yokohama
Kwongwingchung	Yokohama	Yokohama

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

NUMBER	ADDRESS	FROM
22148 22nd	Gilbert Lee	care American Consul
188 9/25th	J. W. Bicknell	New York
17511/25th	Latade	New York
17164/25th	Vere	San Francisco

WEATHER REPORT.

Dec. 1st, at 11.15.—Pressure has decreased moderately at Weihaiwei and slightly at Vladivostok. It has increased slightly from Shanghai to Tokyo and is nearly stationary in southern districts.
 The anticyclone have moved eastward, a separate anticyclone central over the lower Yangtze Valley.
 Fresh to strong monsoon may be expected along the S.E. coast of China and over the N. China Sea.
 Hongkong rainfall for the 24 hours ending at 10 a.m., 1st Dec., 0.0 inch. Total since January 1st, 88.70 inches, against an average of 81.85 inches.
 The forecast for the 24 hours ending at noon today is as follows:—
 District. Forecast.
 Hongkong to Gap Rock N.E. winds, fresh; cloudy at first, fine later.
 Formosa Channel N.E. winds, strong.

South coast of China between Hongkong and Lamooka No. 1.
 South coast of China between Hongkong and Hainan No. 71.

THE NEW PAPER...
 THERAPION No. 1
 THERAPION No. 2
 THERAPION No. 3
 THERAPION No. 4
 THERAPION No. 5
 THERAPION No. 6
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 THERAPION No. 99
 THERAPION No. 100

CANADIAN PACIFIC STEAMSHIPS LIMITED

CANADIAN PACIFIC FARES TO ENGLAND.

Empress of Canada, Empress of Australia, Empress of Russia, Empress of Asia,
 CONNECTING WITH
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\$620.50 GOLD... First Class
\$442.84 GOLD... Second Class
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 EXPRESS OF CANADA & EXPRESS OF AUSTRALIA
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CONNECTING WITH
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 EXPRESS OF RUSSIA & EXPRESS OF ASIA
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CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)
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 AN UNRIVALED HIGH CLASS PASSENGER SERVICE
 THROUGH FARES HONGKONG TO EUROPEAN PORTS
 1st cabin U.S.G. \$508.15
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 via Shanghai, Nagasaki, Yokohama and Honolulu.
 a.s. "NANKING" ... s.s. "CHINA"
 January 5th, 1923. ... February 8th, 1923.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
 a.s. "GORJISTAN" ... s.s. "GORJISTAN"
 To Swatow and Amoy. ... To Singapore, Batavia, Semarang, Sourabaya.
 Dec. 15th. ... Dec. 23rd.

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 Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

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KEELUNG, HONGKONG & HAIPHONG.
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 a.s. "HOZUMI MARU" ... on or about 7th Dec.
 For KEELUNG via Swatow & Amoy
 a.s. "TAIKWA MARU" ... on or about 7th Dec.

For further particulars, please apply to—
 S. MITARAI, Agent.
 Branch Office No. 37, Bonham Strand, West Tel. Central No. 185.
 Top Floor, King's Building Tel. Central No. 140.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 1st

Previous Day	On Date	On Date
at 8 p.m.	at 8 a.m.	at 2 p.m.
Barometer	30.02	30.10
Temperature	70	65
Humidity	63	74
Wind Direction	E	E
Force	4	3
Weather	B	O
Rain	0.00	0.00
Highest open-air Temperature on 30th	71	
Lowest open-air Temperature on 1st	63	

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N. Y. K.

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VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOMARU ... Sunday, 3rd Dec., at 11 a.m.
 SHIDZUKA MARU ... Wednesday, 20th Dec., at 11 a.m.
 MARSHALLS, LONDON & ANTWERP via Singapore, etc.
 HAKOZAKI MARU ... Saturday, 9th Dec., at 11 a.m.
 KITANO MARU ... Wednesday, 20th Dec., at 11 a.m.
 HAMBURG via LONDON, ROTTERDAM.
 LISBON MARU ... Sunday, 10th Dec.

LIVERPOOL via MARSEILLE.

TATSUNO MARU ... Wednesday, 6th Dec.

SYDNEY & MELBOURNE via Manilla, etc.

TANGO MARU ... Tuesday, 19th Dec., at 11 a.m.

YOSHINO MARU ... Tuesday, 19th Dec., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DURBAN MARU ... End of December.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

SOMBA via Singapore and Colombo.

NAGATO MARU ... Sunday, 10th Dec.

TAKAOKA MARU ... Friday, 15th Dec.

CAICUTTA via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Saturday, 9th Dec.

CEYLON MARU ... Tuesday, 19th Dec.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Friday, 15th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU (calling Moji) ... Monday, 4th Dec.

NAGASAKI MARU ... Wednesday, 6th Dec.

KAMO MARU ... Thursday, 7th Dec., at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 324 & 325.

K. H. KAMEI, Manager.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... Due Hongkong 3rd Jan.
 U.S.S. "West Faron" ... Due Hongkong 25th Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

U.S.S. "West Faron" ... Due Hongkong 1st Dec.
 U.S.S. "Apus" ... Due Hongkong 15th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY,

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINE-INDO-CHINA-SEALANDS & JAVA.
 1st Floor, Powell's Building, Central Phone No. 3008.
 G. P. BRADFORD, Rea Agent.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

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7th December, 1922.

1st Class Fare to Singapore:—\$100.

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UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF YORK" ... 2nd Dec. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF PARIS" ... 23rd Dec. ... Marseilles, London & Rotterdam.

PASSENGER SERVICE.

"CITY OF PARIS" ... 23rd Dec. ... Marseilles & London.
 "CITY OF YORK" ... 14th Feb. ... Marseilles & London.
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

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THE BANK LINE, LTD.

(Tel. Central 780)

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"AGAPENOR" ... via Suez Canal ... 8th December.
 "CITY OF PITTSBURG" ... via Suez Canal ... 15th December.
 "CALCHAS" ... via Suez Canal ... 24th December.
 "MACHAON" ... via Suez Canal ... 16th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

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(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

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CANTON.

M.

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MESSAGERIES MARITIMES

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANDRE LEBON	14th Nov.	10th Dec.	9th Jan., 1923.
AMBOISE	24th Nov.	29th Dec.	23rd Jan.
CORDILLERE	1st Dec.	5th Jan.	6th Feb.
ANGKOR	15th Dec.	19th Jan.	20th Feb.
ANGERS	29th Dec.	2nd Feb.	6th March.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... 2185. 144. 04. B CLASS (1st Class) ... 2190. 64. 04.

STEAMERS 2nd ... 2101. 124. 04. STEAMERS 3rd ... 86. 104. 04.

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LIGNE COMMERCIALES (Cargo Boats).

"C. MAGES", sailing about 18th Dec., for HAYRE, DUNKIRK & ANTWERP.

Sailings and dates subject to alteration without notice.

For further Particulars apply to—

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CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHONG ... Capt. J. S. Thomson ... Tuesday, 5th Dec., at 1 p.m.
 HAICHONG ... Capt. W. B. Trenchard ... Friday, 8th Dec., at 12 Noon
 HAICHONG ... Capt. W. G. Pasmore ... Tuesday, 12th Dec., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.



JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO. THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.,

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG.

P. & O., British India
Apcar and
Eastern & Australian
Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVE, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Ship	Tonnage	From Hongkong (about)	Destination
"KARMALA"	9,000	8th Dec. 11 a.m.	Bombay, Marseilles, London & Antwerp.
"SICILIA"	6,700	15th Dec.	Bombay, Penang, Colombo & Bombay.
"KARHAR"	9,000	22nd Dec.	Bombay, Marseilles, London & Antwerp.
"PLASSY"	7,800	29th Dec.	Bombay, Marseilles, London & Antwerp.
"KARDINIA"	4,580	10th Jan. 1923	Marseilles, London & Antwerp.
"SHELLORE"	8,653	17th Jan.	do.
"DELTA"	8,000	24th Jan.	do.
"KHIVA"	8,000	31st Jan.	do.
"MORRA"	11,000	7th Feb.	do.
"KARHAR"	9,000	14th Feb.	Bombay, Marseilles, London & Antwerp.
"DONGOIA"	8,000	21st Mar.	Marseilles, London & Antwerp.
"NANKIN"	7,000	28th Apr.	do.
"KARMALA"	9,000	5th May	do.
"KARHAR"	9,000	12th May	do.
"NYANZA"	7,000	19th May	do.

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,200	2nd Dec.	Singapore, Penang & Calcutta.
"JAPAN"	6,000	9th Dec.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ABAFURA"	6,000	3rd Jan.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"PLASSY"	7,800	4th Dec. D.L.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	6,700	11th Dec.	Shanghai.
"ABAFURA"	6,000	18th Dec.	Japan direct.
"JAPAN"	6,000	25th Dec.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.
 First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in Sea of the Indian Ocean of their P. & O. Tickets Singapore to Calcutta.

All Cabin passengers are fitted with Electric Fans free of charge.
 Passengers are not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to 1000 on the day previous to sailing.
 For Further Information, Passage Fares, Freight Rates, etc., apply to—

MACKINNON, MACKENZIE & CO.,

35, DEE WONG ROAD CENTRAL, HONGKONG.

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES

Monthly direct service via Singapore and Port Said.

"SHUNKO MARU" ... Saturday, 16th Dec.

BUENOS AIRES-RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via RAIGON & SINGAPORE. PASSENGER SERVICE.

"SEIKAI MARU" ... Tuesday, 19th Dec.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE VIA SINGAPORE.

"JAYA MARU" ... Wednesday, 20th Dec.

"BURMA MARU" ... Thursday, 21st Dec.

SAIGON, HANGKOK & SINGAPORE—Regular monthly Passenger Service.

"KIRI MARU" ... Monday, 4th Dec.

CALCUTTA via SINGAPORE & RANGOON.

"SEIKAI MARU" ... Tuesday, 19th Dec.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OYLAND POINTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" ... Monday, 25th Dec.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Oahu Ports.

"HAMBURG MARU" ... Friday, 8th Dec.

NEW ORLEANS LINE via HUEZ.

JAPAN PORTS—Kobe & Yokohama.

"PARIS MARU" ... Tuesday, 19th Dec.

KORLING via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Every Sunday, 10 a.m.

"AMAKURA MARU" ... Sunday, 3rd Dec.

TAKAO via SWATOW & AMOY.

"BOHEU MARU" ... Sunday, 3rd Dec.

For sailing dates and further particulars please apply to—

K. SHIMA, Manager.

Tel. Central No. 4090.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GOTHIC PRINCE" ... End of December.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

51, George's Building

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SHANGHAI & TRINGTAO	"SZECHUEN"	On 2nd Dec. D.L.
DALNY & CHENGTOO	"SHANSI"	On 2nd Dec. 4 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 3rd Dec. 10 a.m.
SHANGHAI & PUELOV	"CHUNGKING"	On 3rd Dec. 4 p.m.
SWATOW & BANGKOK	"KIANGCHOW"	On 4th Dec. 8 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 7th Dec. D.L.
SWATOW & AMOY	"SHANSI"	On 7th Dec. 10 a.m.
SHANGHAI & TRINGTAO	"KIUNGCHOW"	On 7th Dec. D.L.
SWATOW, AMOY & SHANGHAI	"CHUNGKING"	On 16th Dec. D.L.
SHANGHAI & TRINGTAO	"KIANGCHOW"	On 16th Dec. D.L.
SWATOW & BANGKOK	"SZECHUEN"	On 18th Dec. 10 a.m.
BOHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 18th Dec. 10 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Fridays (extending to Peking), Tuesdays and Saturdays (extending to Peking), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamer, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

CANTON & HONGKONG CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila & Australian Port
"TAIYUAN"	2nd Dec.	8th Dec.
"CHANGSHA"	30th Dec.	4th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares! Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agent.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

"WRAY CASTLE" ... sailing on or about 18th December.
 "HOWE CASTLE" ... sailing on or about Middle January.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
 FIUME having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

"NIPPON" ... sailing on or about 4th December.
 "FIUME" ... sailing on or about 10th January.

FOR BRINDISI, VENICE & TRIESTE

"NIPPON" ... sailing on or about 20th December.
 "FIUME" ... sailing second half of January.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

"UMONA" ... sailing on or about 20th December.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fares to European Ports U.S. \$820.50 First Class

Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA AND HONOLULU
 S.S. "PRESIDENT WILSON" ... Leaves Hongkong ... Arrives San Francisco
 S.S. "PRESIDENT TAFT" ... Dec. 29th ... Jan. 20th, 1923
 "Sailings and Fares Subject to change without Notice."

HONGKONG-MANILA SERVICE

S.S. "PRESIDENT TAFT" ... Leaves Hongkong ... Arrives Manila
 ... Dec. 30th ... Dec. 31st

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG AND RANGOON

S.S. "LAKE PAUL" ... Saturday, Dec. 2nd, 8 p.m.

TAMPA/INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK

S.S. "PATRICK HENRY" ... Dec. 7th
 S.S. "JADEN" ... Dec. 28th
 S.S. "HEWTON" ... Feb. 6th, 1923

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Cable Address: "PACIFIC MAIL" S.S. Co. Agents: 47, Canton Road, HONGKONG.

